

GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., AUGUST 25, 1903.

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The GRAIN DEALERS JOURNAL.

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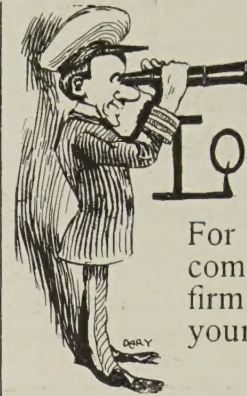
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anything used by grain dealers, try a JOURNAL want ad
twice a month and your want will soon be satisfied.

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Gallagher, W. B., damaged grain.
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Chicago Grain & Eltr. Co., commission.
Counselman, Willis, & Co., commission.
Crighton & Co., grain commission.
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Weare Grain Co., commission.
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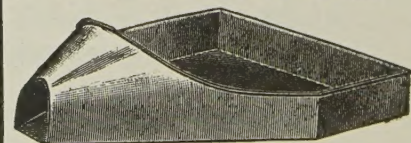
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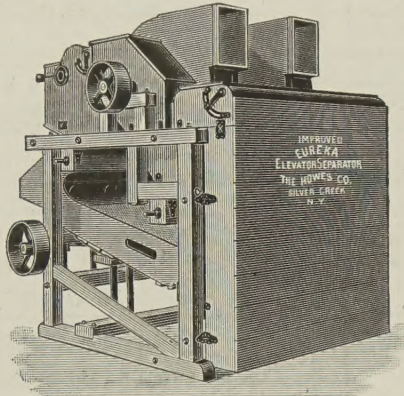
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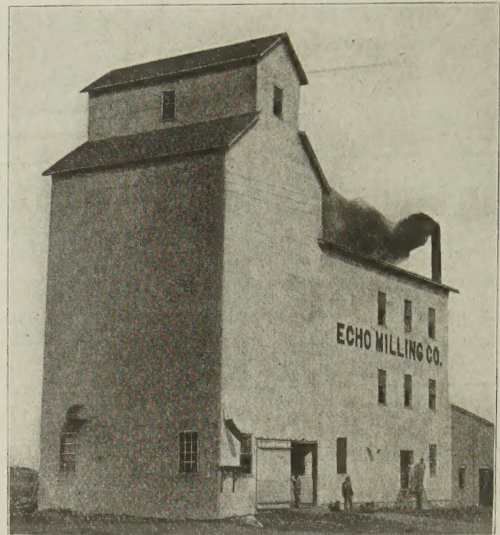
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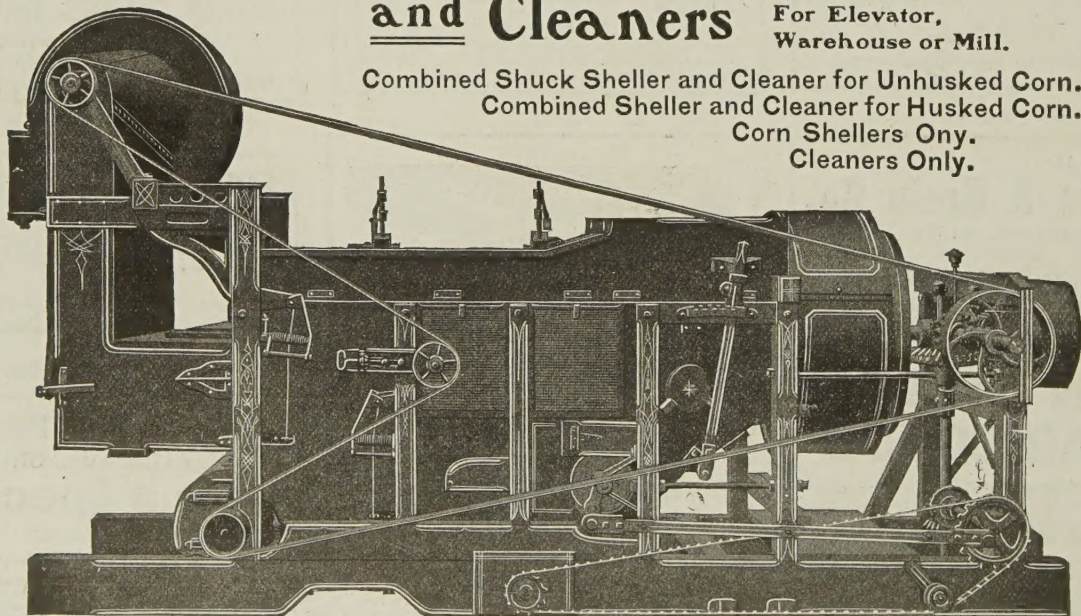
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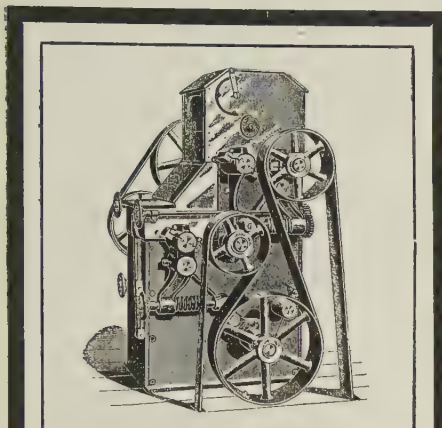
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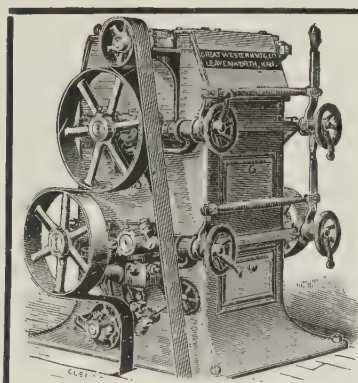
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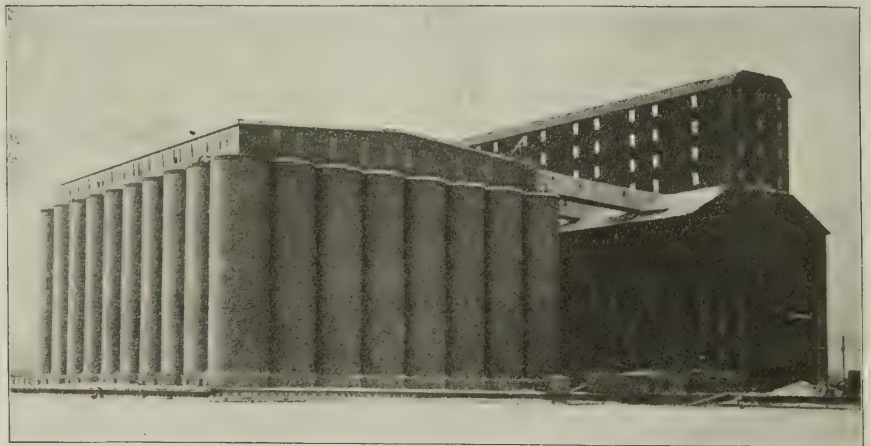
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Frisco Ry. Elevator, Kansas City,	500,000	Wisconsin Malt & Grain Co., Appleton,	200,000
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Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal, "	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
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Burrell Engineering & Construction Co.,

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Country Elevators a Specialty.

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Dumps! Dumps! Who's Got the Dumps?

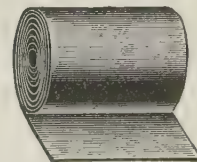
You have, and so have we, but they are different. Our "SAFETY" Platform Wagon Dump and our "SELF-LOCKING" Rail Dump are sure cures for your kind of dumps, especially if used in connection with our Pat. EAR CORN CHAIN FEEDER for moving all kinds of grain to the boot or sheller. PLACE YOUR ORDERS for FUTURE DELIVERY AT ONCE and avoid the rush and serious delays.

B. S. CONSTANT CO., Bloomington, Ill.

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FOR
CONVEYORS
AND
ELEVATORS

ALSO
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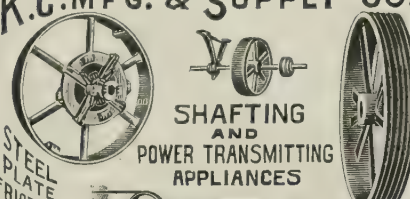
We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

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OUR MANUFACTURES INCLUDE A FULL LINE OF MODERN POWER TRANSMITTING APPLIANCES ELEVATING & CONVEYING MACHINERY-GAS & GASOLINE ENGINES

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Complete Elevator Outfits a Specialty

WE MANUFACTURE

PULLEYS, SHAFTING, BOXES, SPROCKET WHEELS, BUCKETS, CONVEYORS, ETC.**P R O M P T D E L I V E R I E S****If You Don't**

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We Both Lose Money

Complete line of

ELEVATOR MACHINERY AND SUPPLIES**H.L.Thornburgh & Co.**

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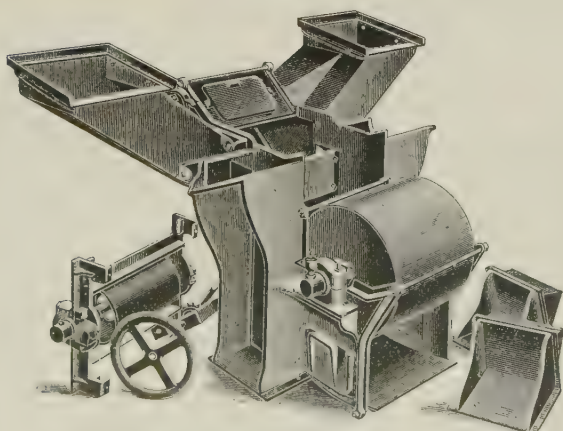
The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



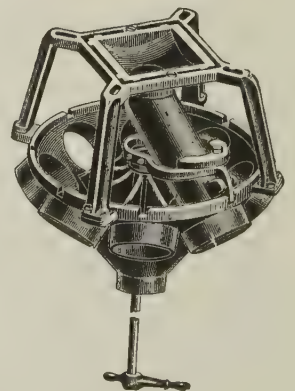
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Cleveland Elevator Bucket Co.,
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In the World's History
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A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

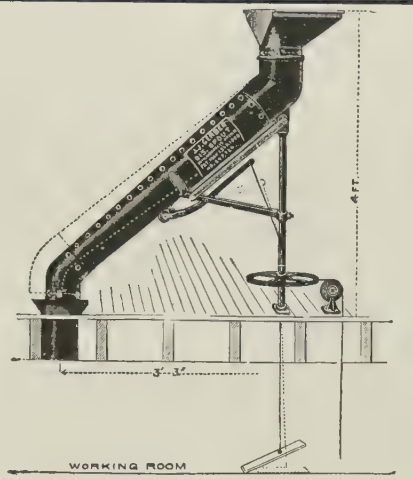
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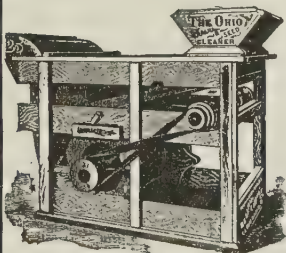
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Gasoline Engines,
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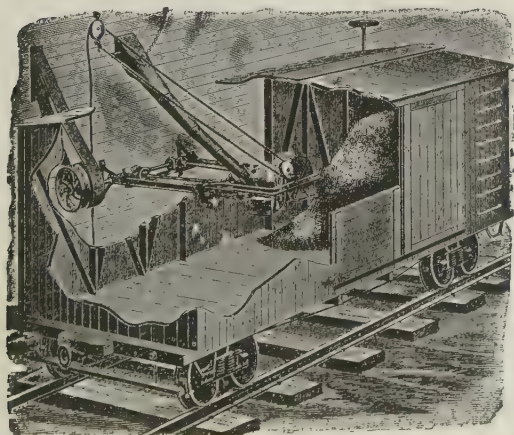
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The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

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A Manual of Practical Gas and Gasoline Engine Knowledge, Covering Errors to be Avoided in the Construction of, and How to Erect, Operate and Care for Gas and Gasoline Engines. For the Gas and Gasoline Engine Owner, Engineer or any one wishing Plain and Practical Information on this style of Motor.

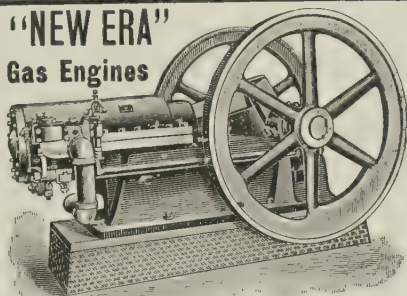
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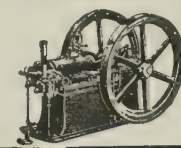
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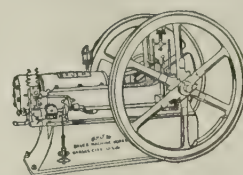
For Gas or Gasoline.

Sizes 5 to 60 H. P.

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Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)

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The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.00 per year.

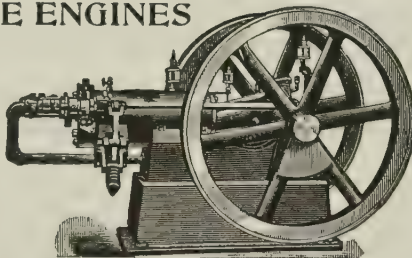
HOWE SCALES AND HOWE ENGINESCan you get anything better?
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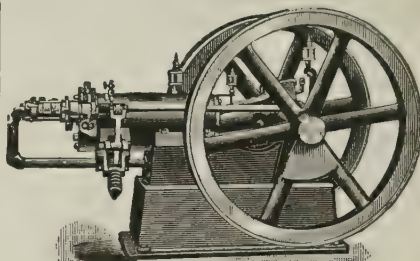
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in a Modern ShopSole State Agents HOWE Gasoline
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Send us your RUSH orders.

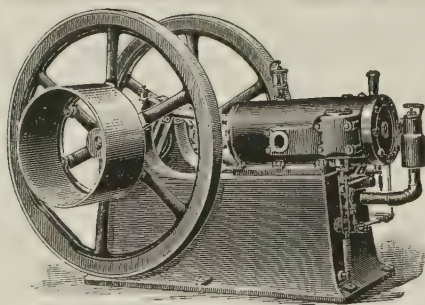
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YORK, NEBRASKA**LENNOX GAS ENGINE**MFD. BY **LENNOX MACH. CO.**
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Burger Automatic
Gasoline Engines are Perfect

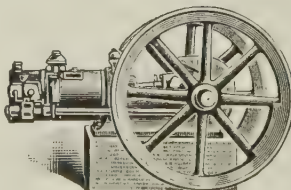
In mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

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10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.

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Most all manufacturers are honest, but lack the experience and equipment necessary to turn out a thoroughly first class engine. We are the founders of the Gas engine industry in the United States, have been building OTTO engines for 27 years, and operate the largest and most complete plant in the country devoted exclusively to the building of Gas and Gasoline engines. Which will you buy,



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THE OTTO GAS ENGINE WORKS,
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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

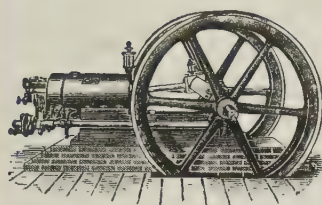
THE PRACTICAL GAS ENGINEER,
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Witte Gasoline Engines



are not high priced, neither are they cheap in construction; 14 years on the market, thousands in operation, and more being sold to-day than ever, tells its own story. You cannot afford to buy without getting our prices and catalog G.

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Fill Your Boiler with a Desmond Injector

Simplest, Most Satisfactory, Least Expensive. It is easily taken apart and put together; all you need is a screw driver to take out the jets. Starts as low as 18 to 22 pounds of steam; works as high as 190 to 200 pounds.



It lifts water from 20 to 22 feet with 60 to 100 pounds steam pressure, and under same pressure handles hot water of 120 to 125 degrees.

The Desmond will grade lower than any other injector made, SOLD UNDER AN ABSOLUTE GUARANTEE. WRITE FOR CATALOGUE.

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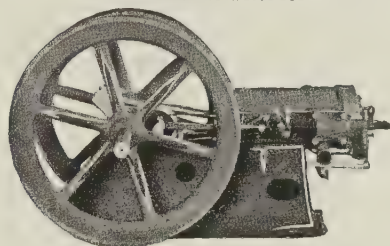
DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

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When in the Market for a Gasoline Engine

Do not fail to write for



Illustrated Catalog and Prices to the
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Record of Cars Shipped FORM 385

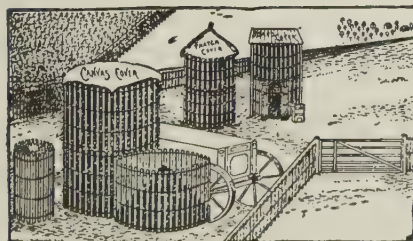
Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/2 x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

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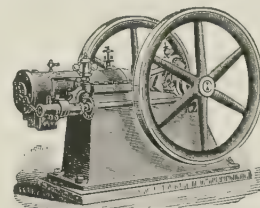
PORTABLE CORN CRIBS



The demand for CORN CRIBS will be enormous this season. Farmers are preparing to build new ones now. **YOU SHOULD STOP THEM IMMEDIATELY** by offering our TELESCOPE CRIBS, that are better, and at a fraction of what theirs will cost. Capacity: 125; 200; 300; 500; 800; 1,200 bushels. Order printed matter and dozen cribs now. Price will be right.

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THE COLUMBUS GAS AND GASOLINE ENGINES ARE SUPERIOR

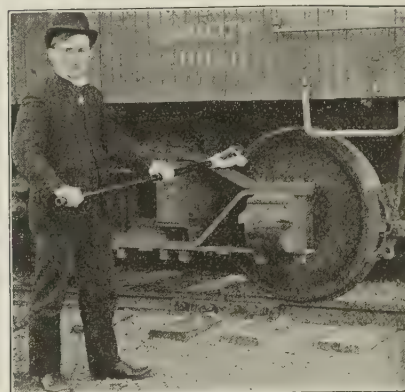
Valves work mechanically—not by suction. No delicate parts to get out of order. Load taken up on any revolution *without* waiting to complete its cycle, insuring closest regulation of speed. Long life of batteries and electrodes. Speed changed while running. Consider these points when buying. Ask for catalogue.

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

"The Special Car Mover" IS PUTTING IT MILD "The Special Train Mover" IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER
Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP
and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

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GOOD ELEVATOR in good location for sale. W. R. Bell, Foster, Mo.

ELEVATORS in Kansas for sale. Address E. J. Smiley, 37 Crawford Bldg., Topeka, Kan.

ELEVATOR, 8,000-bu., for sale at a bargain; on P., C., C. & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

GRAIN ELEVATOR and hay and coal business for sale; good power; fine trade. Box 54, Scotts, Mich.

LINE OF FIVE elevators on Iowa Central R. R., near Omaha, Neb., for sale. Price \$11,000. Aaron Smick, Decatur, Ill.

TEN THOUSAND-BUSHEL elevator in large corn and wheat territory for sale. A snap if taken at once. Address Box 53, Logan, Ia.

ELEVATOR and coal business on B. & M. Ry., for sale; steam power, hopper scales, cribs, etc. J. M. Marsh, Hebron, Neb.

FOR SALE—Best paying elevator and fruit packing and potato warehouse in a northern Michigan county seat. Lock Box 66, Hart, Mich.

ELEVATOR for sale in best agricultural district of northern Indiana. Crop prospects good. Address Al, Box 12, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 12,000 bushels capacity, and coal trade, for sale; in northeastern Kansas. Address J. L. S., Box 3, Care Grain Dealers Journal, Chicago, Ill.

TEN ELEVATORS for sale in Illinois, Indiana, Ohio and Iowa. Two good Illinois farms to trade for elevators. List your house for sale. Aaron Smick, Decatur, Ill.

GRAIN ELEVATOR for sale; located at Vilas, S. D.; capacity 10,000 bus.; feed mill land coal house in connection; 8-h. p. gas engine on C., M. & St. P. Ry. E. C. Gray, Vilas, S. D.

GRAIN ELEVATOR for sale or trade for land or other good property. Price \$4,000. Want to go into other business. Address Dan, Box 11, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR for sale in fine grain country on line of C. G. W. R. R.; equipped with 6-h. p. gasoline engine and grain grinder. For particulars, inquire of W. E. Breaw, Esmond, Ill.

ELEVATOR and feed mill in good town for sale cheap; two railroads at mill door; 4 lots, good 8-room house and barn. Owner preparing to go to Europe. Write, John Jespersen, Wheatland, Ia.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H, Box 11, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GRAIN AND FEED elevator, feed mill and coal and lumber yard for sale; located at Virgil, Ill., on the C. G. W. Ry. Enough business to keep four men busy. Address Winterhalter Bros., Virgil, Ill.

ELEVATOR, 35,000 bushels capacity, for sale; in northern Indiana. Station ships 600,000. Fine schools, two banks, excellent town to reside in. Address B. M., Box 3, Care Grain Dealers Journal, Chicago, Ill.

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ELEVATOR and coal business for sale in southwestern Iowa; 10,000 bus. two cleaners, three dumps, hopper scale, capacity; 16-h. p. gasoline engine, sheller, feed mill; exclusive coal trade. Address G. E. W., Box 3, Care Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR for sale; feed mill, corn sheller, wood saw coal and wood and all kinds of grain handled; at good point where crops never failed. Would sell one-half interest and give party good wages to run it. Write N. H. Dahl, Revere, Minn.

I WOULD SELL my elevator and grain business, located at Fairfax, Mo. The only elevator in town and have no shipping competition. One of the best shipping points in northwestern Missouri. Call on or address M. F. Hackett, Fairfax, Mo.

ELEVATOR AND COAL business for sale. Located in central Ohio, in the corn and oats section. Elevator 20,000 bus. capacity, gasoline power, and in first-class condition. Address F. E. M., Box 2, Care Grain Dealers Journal, Chicago, Ill.

BEAN ELEVATOR in Michigan bean belt for sale. New, modern, up-to-date. Earned 100 per cent in two years. Gasoline power. Good warehouse, coal sheds and coal trade. No competition. Address Bean, Box 4, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

A GOOD THING—15,000-bushel elevator at Crete, Ind.; modern plant with \$500.00 roller feed and meal outfit; gasoline engine; hopper scales. Also eight-room dwelling and orchard. Have other business. Price \$7,500.00. Tomlinson Grain & Lumber Co., Winchester, Ind.

TWO ELEVATORS for sale, in the best grain section of southern Minnesota; one 25,000 bushels capacity, the other 15,000 bushels capacity; each equipped with good gasoline engine and in first class condition; coal business and sheds in connection. Address Drawer A, Canton, S. D.

ELEVATORS FOR SALE.

ELEVATOR, 12,000 bushels capacity, for sale; situated in one of the best grain sections of Kansas. Handling from 150 to 200 thousand bushels annually. Building nearly new and one of the best elevators in the country. For particulars address Lock Box L, Marquette, Kan.

CRIBBED ELEVATOR, 35,000 bus. capacity, for sale—\$5,500.00; clipping and cleaning machinery. Good territory, competition and business; \$1,000.00 buys exclusive coal and lumber business if desired. Central Iowa on C. R. I. & P. Address G, Box 3, Care Grain Dealers Journal, Chicago, Ill.

BRAND NEW 20,000-BU. ELEVATOR in southwestern Missouri for sale; just finished, up-to-date in every respect; doing a big business with good profit. A 25-horse power gasoline engine, one No. 6 Monitor Oat Clipper and Wheat Cleaner combined, one Acme Feed Mill, 3 sets of Monarch Scales. Fine hay crop and average wheat crop. Business established for 15 years. A snap. Price \$8,000.00. Other business to attend to. Will net the above price in one year. Good competition. Address L. P. J., Box 3, Care Grain Dealers Journal, Chicago, Ill.

CORN ELEVATOR in a good Ohio town for sale. No competition. A money maker and located in a good corn section. Will have a new twenty-horse power gasoline engine installed Sept. 1st. Will also sell a fine farm of 142½ acres, located one mile from town on good pike. Land all under cultivation; soil black and of good depth; thoroughly tilled and will grow all farm crops, including onions and potatoes. Good buildings including a 10,000-bu. onion storage. Will sell together or separately. Prices quoted on application to Cyrus McGuffey & Son, McGuffey, Ohio.

ELEVATOR AND LARGE MILL for sale at great sacrifice. Located at Elizabethport, N. J., near tidewater with two railroad sidings. Can be had for less than one-half its cost. Buildings are comparatively new; mill 32x53 feet; office and flour house 32x50; elevator 43x53 with 20 pockets and storage capacity for 100,000 bushels of grain. Adequate steam power, all connected; improved machinery for cleaning grain; steel mills for grinding feed; oat clippers and other improved machinery. Brick storehouse 69x100 with steam engine. For further particulars, write E. M. French, Plainfield, N. J.

FOR SALE—One steam elevator, 16-horse, holds 7,000 bushels, on C. R. I. & P. Ry. One steam elevator, 4-horse, holds 13,000 bushels, on M. & St. L. Ry.; crib room for 9,000 bushels. One implement house 24 x 50; one sash and door house 16 x 28; one lumber shed 20 x 150 and one 16 x 64. One Fairbanks Team Scale, also new track scale. One 3-room office. No competition and good chance for anybody. Handle from 75 to 100 cars of grain a year. Crop prospects better than the average. Reason for selling is, we have other business. Plant for sale at \$2,500. Stock on hand (about \$4,000) at invoice or market price. B. Curtis & Co., Angus, Boone Co., Ia.

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ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipment; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

NEW, 22,000-BU., 7-bin elevator in Goodhue Co., Minn., for sale at a bargain. Cribbed, stone foundation, dump and hopper scales. Otto 5-h. p. engine in stone engine house. Good barley station. One competitor. If you want it for \$3,500 cash, write B. Scott, Box 2, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS FOR SALE.

SECOND-HAND BAGS of all kinds for grain, feed, etc., for sale. Wm. Ross & Co., 133 E. Kinzie St., Chicago, Ill.

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CHEAP FOR CASH—Lots 3 and 4, block 5, Holway & Taylor's Adn. to Minneapolis. Address Yale Realty Co., Bank of Commerce Bldg., Minneapolis, Minn.

FOR SALE, CHEAP FOR CASH.—A lot of shafting, pulleys, gearing; No. 0 Howes Smut Machine; 1 sand stone and 2 French buhr, upper runner choppers. All in good condition; reason for selling, going out of business. B. F. Hoffman, Bainbridge, Lancaster Co., Pa.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9 x 18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

THE AKRON IMPROVED GRAIN TESTER. Warranted to be true to the U. S. Standard Winchester Bushel. Price: One Pint, \$6.00; One Quart, \$6.75; Two Quarts, \$7.25; cash with order or sent on approval. Guaranteed to be the best, strongest and neatest grain tester ever made. Money refunded if not satisfactory. Second-hand machinery a specialty. Descriptive circulars on application. A. S. Garman & Sons, Akron, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One good 50-ton, 34-ft. track scale. Also medium size safe. Both will be sold cheap for cash. Address O. S. Potter, Toledo, Ohio.

FAIRBANKS RAILROAD Track Scale, 60-ton, with registering beam, in good condition, for sale. D. Rothschild Grain Co., Davenport, Ia.

ELEVATORS WANTED.

ELEVATOR WANTED, to buy or rent, in country town. Address Box 154, Lesterville, S. D.

ELEVATOR WANTED, to buy or lease in good grain country; Indiana or Ohio preferred. Address Box 157, Arcanum, Ohio.

GRAIN ELEVATORS wanted to buy, or will lease with privilege of buying. Address E. L., Box 4, Care Grain Dealers Journal, Chicago, Ill.

WANTED to buy one or more good elevators in Illinois. Address W. W., Box 8, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted to rent on a Chicago belt line. Give full particulars. Address Tenant, Box 3, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted in exchange for Illinois or Indiana lands. Have first class land. Illinois location preferred. Address J. F., Box 70, Alma, Ill.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR wanted in good Iowa location, in exchange for Red River Valley land. Address S. E. J., Box 3, Care Grain Dealers Journal, Chicago, Ill.

WILL PAY CASH for modern elevator in corn and oats territory. Must handle at least 250,000 bushels. Prefer station where there is no competition. Jos. A. Bridge, Attica, Ind.

ELEVATOR wanted in exchange for improved Indiana farm, near South Bend; value \$7,000. Only good plant, handling at least 150 cars considered. Full particulars. Address Indiana, Box 4, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR in good grain district of Iowa, Illinois or Indiana wanted in exchange for 9-room dwelling and 3 large lots on best corner in Tipton, the thriving county seat of Cedar County, Iowa. Address Myrtle Dean, 7130 Princeton Ave., Chicago, Ill.

ELEVATOR WANTED—Will pay cash for good elevator or 1/2 interest in one in good grain section; must handle 150,000 bushels or more yearly. Prefer station or town where there is no competition, or where could buy in with competitor. Address R. J., Box 4, care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

O. S. POTTER, TOLEDO, OHIO. Manufacturers' agent. Complete power plant equipment. Correspondence solicited.

HYDRAULIC Power Cider Mills. A profitable business to operate in connection with a grain mill. In a good apple country, \$1,000.00 can be earned in 60 days with an outfit costing less than \$300. We are headquarters for cider making machinery and supplies. Davis, Johnson Co., 45 S. Canal St., Chicago, Ill.

MILLS FOR SALE.

PLANSIFTER MILL, 50 to 60-bbl., easy terms; good farming country; side track to door. W. Wieden, Dorchester, Wis.

MILL FOR SALE or trade, 85-bbl., located in best wheat country of Colorado. Steam and water power. Address E. A. Odiorne, Del Norte, Colorado.

MONEY-MAKING mill for sale; 40-bbl. flouring mill; gasoline power and first class equipment throughout. Good exchange business and plenty of wheat. Don't apply unless you mean business. J. L. Turner, Springfield, S. D.

MILL FOR SALE or trade for farm property. Capacity 75 bbls.; 10,000 bus. storage capacity; mill in eastern Wisconsin; good custom and merchant trade; mill nearly new; improved machinery. For further particulars apply to Cecil Mill Co., Cecil, Wis.

CHANCE FOR GOOD INVESTMENT—Controlling interest in up-to-date mill for sale. Located in the banner wheat section of Oklahoma; all the wheat at the mill door; first class railroad facilities; doing a good business. Reasons for selling, lack of running capital. This is a rare opportunity. Address Woods, Box 5, Care Grain Dealers Journal, Chicago, Ill.

MILL FOR SALE—Three-story and basement, brick, 43 x 33. Five double set rolls. Three-story frame elevator joining, 33 x 33. Brick engine room 20 x 38. A 50 x 50 one-story grain house. No. 1 five-stall barn, corn crib joining mill. About three acres of land, with fine reservoir. Location good. Will sell very low. Terms reasonable to the right man. Address A. W. Songer, Kinmundy, Ill.

Blums Reduction Tables for Exporters

show with accuracy the freight charges for any number of pounds of various kinds of grain at 32, 48 and 60 pounds per bushel, in pounds, shillings and pence from 1/4d. to 1s. per bushel. The only mathematical calculation necessary in using these tables is addition; all other calculations are covered completely.

Tables are added for converting pounds avoirdupois into kilos, and vice versa; exchange tables giving equivalents of pounds sterling in francs, marks and florins; tables showing 5 per cent. prime on sums up to £100,000; and tables showing freight cost on any number of packages, given the cost of a single package.

This book of tables contains thirty-six pages 8x11 inches; is well printed on good paper and flexibly bound in durable leather; has sixteen black leather marginal indexes. Price \$3.00.

FOR SALE BY
GRAIN DEALERS COMPANY
255 La Salle St., CHICAGO, ILL.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

ENGINE and boiler, 12-h. p., for sale. Fred Voigt, West Salem, Ill.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

ENGINE AND BOILER, 15-h. p., for sale; in good condition. Will sell cheap. N. Salisbury, Hiawatha, Kan.

GASOLINE ENGINE for sale; 3½-h. p. Dempster, good as new. Address Wm. Townsend, Barneston, Neb.

VERTICAL GAS or Gasoline Engine, 17-h. p., for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

GAS ENGINE, Fairbanks-Morse 22-h. p., for sale. Entirely new, never been used. W. H. Mullins, Salem, Ohio.

GASOLINE AND STEAM engines for sale. A specialty of complete power plants. Wallace Machinery Co., Champaign, Ill.

GASOLINE ENGINES for sale; slightly used; guaranteed good as new. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Refiner Elevator Works, Kansas City, Mo.

TWO STEAM ENGINES for sale. One a 40-h. p. boiler and the other 30-h. p., with 18 and 24-h. p. engines. Both in good order. E. M. Wayne, Delavan, Ill.

KEROSENE OIL ENGINES, simple, safe, reliable. Do not increase insurance rates. Send for catalog. Int'l Power Vehicle Co., 56 Washington St., Chicago, Ill.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

A 12-H. P. LEWIS GASOLINE ENGINE for sale cheap; in perfect condition; practically new. Reason for selling, I want to put in electric power. N. F. Tilden, York, Neb.

GASOLINE ENGINES for sale; all sizes; immediate delivery; guaranteed 5 years. At one profit—maker to user. Witte Gas & Gasoline Engine Co., 43 S. Canal St., Chicago, Ill.

FOR SALE—1 15-h. p. horizontal steam engine in good condition; 1 25-h. p. boiler return flue, in good condition; 1 Lazier vertical gas engine, 3½-h. p., new. Newton A. Carroll, Jr., Attica, N. Y.

ENGINES for sale—One 30-h. p. Webster; one 25-h. p. Fairbanks-Morse; one 14-h. p. Otto; one 9-h. p. Otto; one 6-h. p. Fairbanks; one 22-h. p. Foos. A. H. McDonald, 36 W. Randolph St., Chicago.

GAS AND GASOLINE engines at special prices to introduce direct to customer; no agents wanted; highest award this country and Europe. Lazier Gas Engine Co., 520 Ellicott Square, Buffalo, N. Y.

ENGINES FOR SALE.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE ARE closing out our entire gasoline engine stock at one-half the original cost. Following partial list of what we have in stock: 30-h. p. W. & M.; 15-h. p. Cornell; 10-h. p. Otto; 8-h. p. Webster; 5-h. p. Chicago; 3-h. p. Holliday. Price Machinery Company, 162 W. Lake St., Chicago, Ill.

FOR SALE—1 Horizontal Plane Slide Bay State Engine in good condition, 100-horse power, cylinder 16 by 24, price \$450.00; 1 Horizontal Erie Boiler, good as new, 72 in. by 18 in., with 70 3½-in. flues, price \$600.00; 1 Horizontal Boiler, marine type, 72 in. by 18 in., with 70 3½-in. flues, price \$450.00. Hygienic Food Co., Battle Creek, Mich.

ENGINES for sale—26-h. p. Rice Automatic; 10-h. p. N. Y. Safety Automatic; 15-h. p. Westinghouse Automatic; 20-h. p. Atlas Plain Slide Valve Engine; 15-h. p. Meteor Plain Slide Valve Engine; 8-h. p. Cambridgeport Plain Slide Valve Engine; steam engines and boilers from 2 to 50-h. p.; gasoline engines; steam pumps, single and duplex, for boiler feed; fire pumps; belting, pulleys, shafting and everything in machinery. Our prices are the lowest. J. U. Durant & Son, Sparta, Wis.

GASOLINE ENGINES, PRACTICALLY GOOD as new.

One 11-h. p. White & Middleton, \$350; one 14-h. p. W. & M., \$375; both latest improved.

One 9-h. p. Charter, \$150; one 50-h. p. Foos, \$975.

New Atlas Gasoline Engines, 1½ and 3-h. p., with and without pumping jacks. Best and cheapest. Write for circular and prices.

New Foos Gas and Gasoline Engines, 2 to 200-h. p. Write for illustrated catalog, references and prices. J. L. Detweiler, 349 Dearborn St., Chicago, Ill.

GASOLINE ENGINES FOR SALE—1 6-h. p. Pierce Gasoline Engine, complete; in good condition; \$150.00.

1 6-h. p. Jefferson Engine; used less than sixty days; fully guaranteed, \$200.00.

1 5-h. p. Lambert Engine, in good condition, \$125.00.

1 3-h. p. Fairbanks Engine, in good condition, \$100.00.

6 4-h. p. Webster Engines, in good condition, \$150.00.

3 3-h. p. Webster Engines, in good condition, \$100.00.

1 40-h. p. White & Middleton Engine, in good condition, \$600.00.

The above engines we guarantee in every particular.

We also have several refitted Fairbanks Hopper and Stock Scales, which we guarantee to be equal to any new scale that was ever built. ALLEN P. ELY & CO. Omaha, Neb.

ENCINES FOR SALE.

GASOLINE ENGINES, all sizes from 2 to 90-horse power. Also boilers, steam engines, pumps, roofing material, pipe, radiation, etc. Ask for catalog No. 326. CHICAGO HOUSE WRECKING CO., West 35th & Iron Sts., Chicago, Ill.

MACHINES FOR SALE.

PORTABLE DUMP, White Patent, in good condition, for sale. Woodbury & Files, Muncie, Ind.

WESTERN ROLLING Screen Cleaner, No. 0, in good shape, for sale. McCray, Morrison & Co., Remington, Ind.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

BARLEY SEPARATORS, Printz & Rau make, one No. 1½ and one No. 2½, for sale. D. Rothschild Grain Co., Davenport, Ia.

COMPLETE EQUIPMENT for 50-bbl. mill for sale; cost over \$4,000; will sell for \$1,800. Address O. S. Potter, Toledo, O.

ONE SANDERSON PORTABLE ELEVATOR for sale. Used one year. Half price of new machine. R. F. Finch, Ipswich, S. D.

GRAIN CLEANER, one second-hand Eureka for sale, in good condition, \$75 f. o. b. Havana, Ill., knocked down. McCadden & Co., Havana, Ill.

THREE SEPARATORS, Barnard & Leas Dustless, 1882 pattern, for sale cheap. Want to make room for larger capacity separators. Address J. F. Harris & Co., Burlington, Iowa.

CORNWALL CORN Cleaner, No. 2, for sale; used only a few months; just as good as new in every respect; has been replaced by larger machine. Address Railsback Bros., Ashland, Neb.

FOR SALE—One No. 0 Ordway Receiving Separator, with wheat and barley sieves; run two years, in good repair; price \$25.00. One 60-inch boiler front, \$7.50. Geo. P. Sexauer, Brookings, S. D.

ONE OHIO Grain and Seed Cleaner, number 26, for sale. Cost \$100.00 new, has been used one season; will sell for \$40.00. See description of mill in Grain Dealers Journal. S. E. Wainwright, Lenox, Ia.

TWO PIONEER PORTABLE Wagon Dumps and elevators for sale. Just the thing for small stations for dumping and loading grain into cars, bins or cribs. As good as new. Price \$75.00 each. Address J. W. Smith, Lamoni, Iowa.

EMPLOYMENT AGENCY.

COMPETENT OFFICE AND ELEVATOR HELP furnished without charge. Correspondence solicited from employer and employee. S. A. Morawetz & Co., 407 Kasata Bldg., Minneapolis, Minn.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

POSITION WANTED as superintendent and line elevator overseer, building or soliciting agent on road. Address Box 234, Eagle Grove, Ia.

POSITION WANTED—As superintendent in large elevator by man of experience. Address C. M. P., Box 4, Care Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN MAN wishes position of manager of country elevator. Best of references. Address Iowa, Box 1, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by good, reliable party, as traveling representative for some good elevator concern. State wages. References furnished. Address Box 125, Jeromesville, O.

POSITION wanted with grain firm. Have solicited cash business and had charge of line of elevators. Address Experience, Box 4, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by married man in good grain firm as bookkeeper; am stenographer, experienced. Best of references. Address C. E. W., Box 4, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

POSITION WANTED as grain buyer; 17 years' experience, 8 years as buyer for line company. First-class references, can give bond if required. Address G. M. P., Box 4, Care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by bright young man of 21 years, as stenographer and bookkeeper in Chicago grain office; 4 years' experience; employed at present. Will locate in Chicago Sept. 1st. Best references. Address J. A., Box 4, Care Grain Dealers Journal, Chicago, Ill.

A MAN of good habits—a worker—with a good future and consignment trade in the state of Iowa, wishes to make connection with a first-class grain commission firm, where his trade will be cared for and hard work appreciated. Apply I. A., Box 1, Care Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED who has had experience in management of factory and can take active charge. Must put some cash into the business. Address E. T. W., Box 4, Care Grain Dealers Journal, Chicago, Ill.

GOOD PARTNER wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

GRAIN AND SEED FOR SALE.

FOR SALE—A choice lot of Rudy Seed Wheat. Address Murphy & Ryburn, Glenwood, Ind.

WINTER TURF OATS and all varieties of Field Seeds for sale. Louisville Seed Co., 232 & 234 2nd St., Louisville, Ky.

WHITE WHEAT AND ALFALFA SEED. When needing white wheat or Utah Alfalfa seed, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED FOR SALE—All grades timothy; sixteen different grades redtop. We solicit inquiries from elevators. Shultz Seed Co., 702 Main St., O'neuv, Ill.

SEED FOR SALE—Whippoorwill and Beach Cow Peas and German Millet in limited quantities. Write for prices. Louisville Seed Co., Louisville, Ky.

GRAIN WANTED.

WANTED—Two cars of White Rice, Shelled Popcorn. Send sample and quote. W. H. Small & Co., Evansville, Ind.

SUNFLOWER, HEMP, MILLET and KAFFIR CORN SEED wanted. Send samples and quote prices. Peru Elevator Co., Peru, Ill.

SEEDS WANTED—We solicit offerings of choice timothy seed from Iowa, Kansas and Missouri seed dealers, and redtop from any section. We make track bids on car lots. Shultz Seed Co., 702 Main St., Olney, Ill.

AM BUYER of all kinds of grass and field seeds and solicit correspondence. Quote grain bags per bale f. o. b. Milwaukee, subject market changes: Redbrook A, 16 oz., at \$14.50; American A at \$14.85. S. G. Courteen, seed merchant, Milwaukee, Wis.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

HELP WANTED.

MAN WANTED to handle lumber, coal, grain, live stock and hardware in small town. The Edmonds-Londergan Co., Marcus, Ia.

MAN WANTED to buy grain and hogs. Must have man who can speak German. Must be good at figures. The Edmonds-Londergan Co., Marcus, Ia.

GOOD MAN wanted to take charge of outside office of Board of Trade private wire house. Address Private, Box 3, Care Grain Dealers Journal, Chicago, Ill.

ASSISTANT SUPERINTENDENT wanted in large grain elevator at Chicago. One familiar with oats and barley preferred. State salary expected. References required. Good pay to right party. Address Superintendent, Box 3, Care Grain Dealers Journal, Chicago, Illinois.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

AN AD AND THE RESULTS.

HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h. p. A. Colvert, Attica Ind.

Attica, Ind., Sept. 9, 1901.

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen: Enclosed please find check for advertising engine. Kindly discontinue ad in Grain Dealers Journal as it has already sold my engine, and oblige,

Yours very truly,
A. COLVERT.

GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

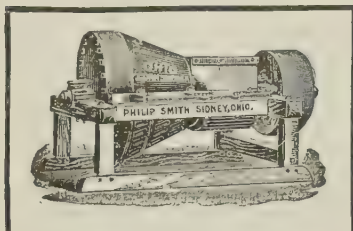
Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....




COVER'S Dust Protectors.
 Rubber Protectors, - - \$2.00
 Metal " - - 1.50
 Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
 153 Paris St., South Bend, Ind.



No "Shell Game"

Can clean one out of ear corn so quickly, so neatly and completely as

The OHIO Corn Sheller

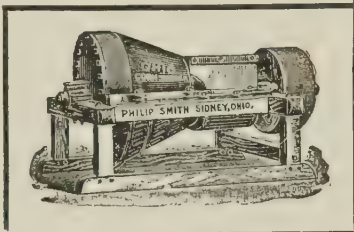
CLEANS CORN FROM THE COBS

It plays "the game" with all shelling surfaces chilled.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

**PHILIP SMITH,
SIDNEY, OHIO**

Can tell you how his machine does "the trick." Ask him.

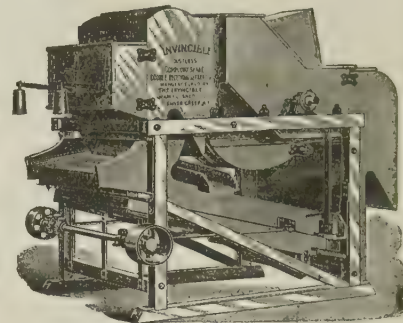


INVINCIBLE

Compound-Shake Dustless, Double

RECEIVING SEPARATOR

(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

Invincible Grain Cleaner Company

Invincible Works,

SILVER CREEK, - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.
 Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
 Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
 J. N. Bacon, Balchorne Block, Indianapolis, Ind.



THE MONITOR SCHOOL

Lesson in MONITOR EFFICIENCY!

Nearly every machine is advertised as having a certain capacity.

Some of these machines under certain conditions—which scarcely ever prevail in the ordinary plant—will turn out almost as many bushels an hour as is claimed for them. Usually the machine has about twice the capacity in the advertisement that it has in actual operation.

All Monitor Machines Are Rated At Their Capacity.

In actual performance they will turn out the work claimed for them. They do the maximum of work with a minimum of power and do it perfectly. *Monitor Warehouse and Elevator Separators, Smutlers, Flax and Seed Cleaners and Monitor Packers* of every sort are the most efficient machines. Write about them today.

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCH OFFICES / 302 Traders' Building, Chicago, F. M. Smith, Manager
 / 418 3d Street South, Minneapolis, A. F. Shuler, Manager
 / 121 Front Street, New York, J. W. Perrine, Manager



GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
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CHARLES S. CLARK, Manager.

Subscription Rates

if paid in advance One Dollar per year; Sixty Cents for six months; if not paid in advance, \$1.50 per year. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year in advance; to Chicago outside carrier limits, \$1.50.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

"Wanted" and "For Sale" advertisements under the head of Grain Dealers Exchange cost 15 cents per line, each insertion.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., AUG. 25, 1903.

THE proper use of capital letters and punctuation marks by telegraph operators wud relieve grain dealers of a lot of worry and expense.

CROP EXPERTS of the Northwest are having simply an awful time trying to prove that the other fellow is wrong. In the meantime the market seems to be ignoring all of them.

THE more money you spend in reducing the fire hazard, the less will you pay for fire insurance, and less will be the probability of your business being interrupted by fire.

THE CROP of contract wheat grown in Chicago's private elevators during recent weeks is said to be much above the average. The extremely hot weather does not seem to have decreased the yield per elevator in the slightest degree.

REPORTS from the Northwest and in fact from all sections of the country are to the effect that the oatmeal crop promises to be unusually light. Oat husks may be all right for some horses, but they do not make a palatable breakfast feed. Feed barley will be in as good demand as ever.

CARS are very scarce in Oklahoma, if many stations are afflicted with the same car famine, which might have forced the grain dealers of Billings out of business. It is not every grain dealer who can control the land sufficiently to store all grain received upon it, and in fact very few would desire to take such chances or bear

the expense of watching it at night, and protecting it from the elements. It does seem that such a condition should not be necessary. The railroad companies may take a different view of it, still that does not change it.

GRADING GRAIN before purchasing from farmers is declared by every regular country buyer to be a proper practice, yet many of them weaken and accept any old stuff as No. 2 when asked for a bid on the farmer's crop. Competition seems to rob many men of reasonable judgment.

ST. LOUIS weights are likely to show some improvement henceforth, as since the visit of the investigating secretaries the Weighing Department force has been enlarged, so that two supervisors are at each of the public elevators in St. Louis and two track men have been placed in the wagon yards. Improvement is what the secretaries were after.

ANOTHER Minnesota farmers' elevator company has wound up its affairs after three years existence and sold its elevator. The stockholders have enough experience to last them for a while and will now confine their efforts to raising and marketing grain. They were indeed fortunate in having anything left to sell.

"NO GRAIN ON SUNDAY" is the edict the grain dealers of Morris, Minn., have agreed to issue to the farmers. This will be amusing and interesting news to the grain dealers of the older districts who now hear of such a thing for the first time, and yet this change in practice is a great innovation for Morris, as grain has been received on Sunday every year heretofore.

THE announcement in this number of the failure and withdrawal of three more farmers elevator companies does not prove that all succeed. The grain business, like any other, requires a manager who understands it from A to Z, and enough surplus capital to make good the mistakes of even the thoroughly competent manager. Successfully managing a country elevator is not merely a boy's job.

DELAYS AND HOT CORN forced so many heavy losses on Baltimore receivers and their patrons last season that the Chamber of Commerce has appointed a committee composed of three representative men to investigate the merits of the claims of members against the railroad companies, and take steps looking to a securing of a settlement of the claims. This is decidedly encouraging. If the railroad companies were permitted year after year to delay grain as suited their convenience and without protest or effort being made to collect for losses, shippers would naturally expect a continuance of

such conditions. An active effort to collect the damage will at least permit them to be more careful hereafter.

SMALL CAPACITY freight cars are slowly disappearing and without any protest from shippers, who have paid dearly for the retention of the old sway-backs in the service. The Chicago and Northwestern has decided to retire from service all of its 28,000-pound capacity cars, and a number of the 30,000-pound cars. In all about 400 will be consigned to the scrapheap. New freight cars of large capacity are being purchased to replace the old ones. Good.

YOUR BROTHER grain dealers ask for your opinion in the "Asked—Answered" column of this number. Will you give it together with your own experience? Experience is worth the opinions of a dozen average lawyers in all legal matters, and in trade matters a lawyer's opinion is not worth taking away. Favor your brother dealer with the benefit of your experience along the lines which he seeks information. It may be that next week you will also be desiring information.

SENATOR McCUMBER, who gained some notoriety in the last session of Congress by a bill providing for federal grain inspection, contemplates reintroducing his bill at the convening of Congress. When the politicians are unable to find any other opportunity to provide additional fees for the hungry horde which feeds at the public crib, federal grain inspection may be forced on to the grain trade. Federal inspection is so very undesirable that it wud seem right and proper that the Grain Dealers National Asso. should protest against same in strong terms.

GRAVITY FEEDS for gasoline engines have been talked against and charged against so persistently by mutual fire insurance companies, which make a specialty of elevator and flour mill risks, that the manufacturer of an engine of this character complains that he is unable to sell his engine to either trade. This condition should lend much encouragement to the insurance workers and the inspectors. It shows that their efforts to educate operators of elevators and mills to take precaution against known hazards has not been in vain. Heeding the warnings and suggestions of the mutual insurance man is certain to bring prompt returns.

MINNEAPOLIS has one big bucket-shop which sails under the name of the Minneapolis Independent Grain and Stock Exchange that proved itself to be quite small before the Board of Equalization. Altho first assessed at \$75,000 its final appraisalment was fixed at only \$600, and its five members were taxed on \$500 each. This Exchange is very

much like the prize fighters, in that it does a world of business thru the newspapers, but in the basement, where its so-called pit and blackboard are to be found, its members frequently experience much difficulty in finding one another in order to consummate a bet. As a curio it will be much sought by the visiting grain dealers next October.

THE MILWAUKEE Chamber of Commerce proposes to expell members who trade in bucket shops. A good move and one which every exchange of the country could emulate with profit.

BY CONFINING your dealings in central markets to members of regularly organized grain exchanges you will be protected against trickery and fraud. None of the exchanges tolerate unfair or dishonest dealings in their members.

FOREIGN BUYERS who make a practice of kicking on the quality of grain delivered to them when the market is declining may be able to gain the sympathetic ear of the Secretary of Agriculture, but those in the trade are not deluded as to the real trouble with the shipments.

THE CHAIRMAN of the Trade Rules Committee of the Grain Dealers National Asso. is still asking for suggestions as to the modification of old rules or the drafting of new ones, so those dealers whose experience prompts them to feel the need of more explicit rules should put their ideas into writing and forward to the Chairman.—C. A. Burks.

WESTERN RAILWAY WEIGHING ASSO. weights are not made for the purpose of determining the value of car-load shipments, but solely for determining the freight charges to be assessed. If you want correct weights on your grain insist upon having Chicago Board of Trade weights all the time. Your receiver can and should see to it that you get them.

CANADIAN CANALS have recently inaugurated progressive methods and low rates and seem to be successful in obtaining a goodly share of the export grain trade. The export trade is bound to seek the cheapest outlet and will avail itself of water transportation whenever possible. The trunk lines and the Erie Canal boatmen must suffer until they can meet the new competition.

WISCONSIN politicians did succeed in passing a bill providing for grain inspection in their state, but as yet they have not profited by it. The 2 x 4 merchants of Superior, who were determined to compel the elevator companies of Duluth who operate houses on the Wisconsin side of the bay to transfer their offices and office force to Superior have also been disappointed. The law seems to be a dead letter, the elevator companies, with one lone exception, are not opening

offices in Superior. Business of any character cannot often be forced from a natural channel by a state legislature. The sooner the wisecracks who enact great laws discover this, the sooner will commerce seek its natural channels, uninterrupted by politicians.

ANOTHER BOY is dead as the result of leaving open the receiving sink. The number of accidents of this character which we have been called upon to report during recent months shows beyond all doubt that elevator men are too lenient in the matter of enforcing rules against the admission of boys to elevators. Boys have no business about an elevator and should be kept out.

MARKET QUOTATIONS are generally admitted to be the property of the Exchange making them. But to this some bucket-shop keepers and near-sighted judges take exception. The point has been decided so forcibly and clearly by many judges in favor of the Exchange, that now there seems to be no reason whatever for justice shops or lower court judges to take a different view of the matter, yet they do.

TROPHIES AND PRIZES for improved seed corn seem to be the order of the day, and the agitation is quite certain to bring about a marked improvement of seed corn in Iowa and Illinois, where the grain dealers, as well as other interested parties, are encouraging the farmers to make the desired improvement. Buying shelled corn for seed is likely soon to be a thing of the past, and no doubt the farmers of each district will grow their own seed.

ARBITRATION is gaining rapidly with country shippers, so that the time cannot be far distant when every receiver must either become a member of the Grain Dealers National Asso., or induce his Exchange to adopt arbitration rules in order to satisfy the demand of the shippers. Exchanges without arbitration rules are greatly in the minority, but still some of the older organizations have not yet taken advantage of this modern means of quickly and satisfactorily settling trade differences.

DUMPS are a valuable acquisition to any country elevator, so valuable indeed that it gives some elevator men the dumps to be without the mechanical device. It will interest the manufacturers of wagon dumps as well as grain dealers who have long since grown weary of lending bags, to learn that the Western Ohio Grain Dealers Asso. has recommended that its members install modern wagon dumps in their elevators and discontinue lending bags. As every dealer to whom this recommendation is made will profit largely financially by doing as is recommended, there seems reason to

believe that most of them will be only too glad to do so. The country elevator without a dump is way behind the times and cannot expect to get business in competition with the elevator that has dumps, unless the farmer be paid a premium for breaking his back in that old-time, slow-going method of unloading a wagon load of grain with a shovel.

MANIPULATION of the cotton market has brought an attack on the cotton speculators, the cotton exchange and the option traders in general. The protesters being unable to distinguish between their desire for cheap cotton and the rights of the speculators to buy anything and hold it as long as they desire. If all this speculation were confined to bucket-shops, it would in no wise affect the price of the real article, which would of course bring much distress to the producers. However, the agitation for regulation is not very likely to result in any formal action by Congress, so that "wicked speculators" still have the personal right to boost prices.

THE LONE elevator man who controls the business of one station, and still longs for other business lines to conquer, does not often engage in the banking business and thereby encourage the banker to build another grain elevator, but quite frequently the grain dealer, not contented with the volume of his own business, does engage in the lumber, coal and building material lines, much to the disgust of the local dealers in those lines. By so doing the dealer of course expects to win the antagonism of the regular merchants in those lines and to prompt them to lend a helping hand to every new scheme for establishing an additional elevator. It is a case of tit for tat right straight thru. It pays pretty well to stick to the grain business and push it hard.

THE IOWA HAY AND GRAIN COMPANY, of Des Moines, Ia., is reported not to have opened its office for a week. Drafts have been permitted to go to protest, and inquiries regarding the whereabouts of the manager do not elicit satisfactory information. It seems that the company solicited shipments of flour, grain and hay. It is sincerely to be hoped that shippers have not been fleeced as they were last winter at Sellersburg. It would seem advisable for regular grain shippers to adopt one rule and adhere rigidly thereto, to-wit: "I will ship no grain to any firm or company unless, it be of known responsibility." Selling to strangers because of $\frac{1}{8}$ or $\frac{1}{4}$ cent premium over what is offered by well-known and established firms seems foolish to the shipper after he has lost his grain. Some take the wise precaution to ship all grain to their own order, which is a very good practice, but even this will not prevent shipper being put to much expense and

trouble when induced by the seductive extra ½ cent to consign to a stranger.

B's/L are generally supposed to be receipts for property. Sometimes they are; sometimes not, as appears from a query emanating from New Orleans recently. The facts are recited in "Asked—Answered" column this number. If any of our readers can throw any more light on the subject, we will be pleased to hear from them. It is one of considerable importance to every shipper.

MINNESOTA'S Railroad and Warehouse Commission, which has the power of changing the rules governing the grading of grain, will hold a joint session Sept. 1st with the State Board of Grain Appeals and Chief Grain Inspectors to fix new rules. A number of men engaged in the grain trade are favorable to reducing the grading of grain nearer to an exact science, hence champion the adoption by the Commission of rules stating more explicitly and clearly what shall be admitted to a grade, in fact the new system is to be known as the percentage system of grading. The percentage of moisture, of foreign matter, of goose wheat and other influential factors which go to make up the quality of a sample are of prime importance and inasmuch as the percentage can be accurately ascertained, it is thought best to do so.

NEWSPAPERS, which know all about grain and the grain business, continue to publish and republish long articles regarding the growing of enormous crops from seed taken from ancient mounds and mummies. Such statements are without foundation on fact, because many experiments have been conducted to test the vitality of seeds, and in no case has any seed been found to grow after it was fifteen to eighteen years old, and this applies only to seeds taken from desert plants. Corn and oats seldom grow after four years, their vitality being much below that of wild seeds. Hardly a month elapses that some district is not much agitated over reports of this character. Sometimes a fakir will sell his prehistoric seed at a fabulous price which he fixes according to the promises he gives with the seed. It would seem that the suckers had been caught on this trick so often that it was time they were learning better.

ST. LOUIS has produced more get-rich-quick concerns this year than any other city of its size, and the suckers drop in just as rapidly as ever. The latest scheme to be exposed is the Merchants Brokerage and Commission Co., with which a wealthy farmer of Rock Island County, Ills., entrusted \$40,000 to invest in corn. As corn went his way all thru the deal, he was informed his money and profits had been invested in wheat. Finally he was notified by wire: "Your affairs are in a ruinous condition. \$30,000

needed to save investment." The old man was too sharp for the game, so he went to St. Louis and sued for his money, which of course he will not get. This company, like one formerly operating at Sellersburg, Ind., had a bank in connection with it to which it referred Doubting Thomases as to its financial standing. As a rule a bank reference does not amount to very much and should not be depended upon.

MACARONI WHEAT is grown in larger quantity this year than ever before. Under the encouragement of the Agricultural Department it seems that the acreage has been greatly increased. So much so that the Chief Inspector of Minnesota is much alarmed by the prospect of having to grade a lot of cars "Rejected." In order to place shippers on their guard he has issued a notice calling attention to the necessity of cleaning elevator bins, hoppers and scales carefully, after handling rice, goose or Macaroni wheat, as wheat containing such a mixture will in no case be graded better than "Rejected." If the work of the Agricultural Department results in the public preferring Macaroni Wheat to No. 1 Northern, as is claimed will be the result, the aforesaid inspector may find it necessary to change his rule so as to make the wrongly degraded Macaroni Wheat "Rejected" only when mixed with some of the other varieties. The tables have been turned in cases of this character before now.

THE FARMERS, or rather the men who work the farmers, held a meeting in Chicago recently for the purpose of securing and maintaining uniform prices of \$1 for wheat, 60c for corn and 40c for oats, but for some unknown reason no real farmer attended. The meeting was called by J. A. Everett, Publisher and Editor of a so-called farm paper of Indianapolis. He claims his new organization, the American Society of Equity, already has a membership of 64,000 real farmers and that 7,000,000 of them are eager to join. The fact that none of them attended the Chicago meeting shows that they have become very weary of this scheme and refuse to be worked any farther. Among the well-known and famous farmers who attended the meeting, besides Mr. Everett, were the "Farmers' Friend," who availed himself of another opportunity to malign and misrepresent the middleman. His friends and workers in another \$50,000,000 scheme for advancing (?) the farmers' interests were also there, namely: Hamilton White, a well-known capitalist from Red Oak, Ia., O. W. Clapp a very successful speculator, and Robert Lindblom. Charging everyone else with greed and dishonesty, these seven men met together for the purpose of forming a grain trust, nominally to help the farmers get the price stipulated in the foregoing. It was decided to hold another meeting but it is doubtful if any real tillers of the soil fall into the net. The scheme is too old. It has been worked many times before.

Thirty-six ears of corn growing on one stalk are being exhibited, it is said, in the post office at Rives, Tenn.

Screenings

T. W. Wood & Sons, of Richmond, Va., have nearly completed a large seed warehouse and grain elevator.

The Mexican boll weevil has been discovered on the Louisiana state experiment farm. At the rate the pest is spreading eastward planters in a few years will be compelled to devote their acres to grain.

Winter oats are grown at Tomsk, Siberia, about 57 degrees north latitude, but do not succeed in America north of Tennessee and Arkansas, about 36 degrees. It is believed that seed of the hardy Russian oats would succeed as far north as Dakota.

Hemp exports of the Philippine Islands for the 10 months prior to May 1, as reported by the War Department, amounted to 104,467 tons, valued at \$17,506,220; compared with 91,437 tons, valued at \$12,698,355, for the corresponding period of 1901-2.

Tom Cleage, the St. Louis blind pooler, admits in court that he cannot tell within \$100,000 how much he paid brokers, nor within \$500,000 what he had lost on corn. The investigation was instituted on allegations that Cleage owed the government \$1,000,000 in taxes.

Farmers can get along without the middleman just as soon as they are ready to get along without railroads and money of exchange. Without the middleman the farmer would receive less for his produce and the consumer pay more, owing to the terrible losses inherent in inefficient distribution.

A display of freak corn is to be made at the St. Louis World's Fair by the Missouri College of Agriculture. Among the exhibits will be dwarfed stalks with abnormally large ears, small ears on large stalks, stalks growing no ears, and large ears of corn on which each grain will be surrounded by a separate husk.

The meeting of dollar wheat promoters at Chicago Aug. 19 was attended by a few grain commission merchants. The 38,000 alleged farmer members of the American Society of Equity were conspicuous by their absence. The promoters will endeavor to have a few farmers at the next meeting, Sept. 8.

Seed shipments from Chicago for the week ending Aug. 22 were: Clover seed, 2,050 pounds; timothy seed, 1,181,685 pounds; other grass seed, 35,770 pounds, and flaxseed, 9,330 bus.; compared with 893,911 pounds of clover seed; 305 pounds of other grass seed and 47,678 bus. of flaxseed for the corresponding week of 1902.

Seed receipts at Chicago for the week ending Aug. 22 were: Timothy seed, 761,000 pounds; clover seed, 37,250 pounds; other grass seed, 30,000 pounds and flaxseed, 12,450 bus.; compared with 3,457,572 pounds of timothy seed; 46,002 pounds of clover seed; 84,000 pounds of other grass seed and 65,800 bus. of flaxseed for the corresponding week of 1902.

It is becoming increasingly evident that when the season's aggregate production comes to be totalled up that it will be strikingly small as compared with that of a year ago. Hitherto we have been reckoning upon a World's crop 20,000,000 qrs. smaller than last year's, but we believe that this will turn out to be an under estimate.—Liverpool Corn Trade News.

Letters From Dealers

TREATMENT OF HEATING SLACK COAL.

Grain Dealers Journal: Our grain storehouse and mill came very near being destroyed by fire recently, as the result of spontaneous combustion in our pile of slack coal. I doubt, however, if the combustion would have done much damage, if the fireman had thoroughly wet down the slack coal when he discovered that it was heating. This would have stopped the formation of gas. Instead of doing this the doors were left open between the coal shed and the engine room and the boiler room and the men started to turn over the slack coal with shovels with the result that they stirred up some hot coal and ignited the accumulated gas. The result was instant combustion and, incidentally, the fire was communicated to all parts of the power plant. It occurred at half past seven in the morning.

I am confident that if, instead of shoveling the slack coal, the men had turned water on it, no fire would have resulted. Others who have trouble in this line should use water freely.—T. G. White Cereal Co., Cedar Rapids, Ia.

MOISTURE IN CORN.

Grain Dealers Journal: The actual amount of water contained in "dry" corn appears to be a matter of uncertainty in the mind of the average grain man. The exact difference in percentage of moisture between "dry," "soft" and "damp" corn is also not generally understood.

In view of this, some of the results of tests of corn moisture made during the last year by the U. S. Department of Agriculture may be of interest. These tests show that good "dry" No. 3 corn usually contains 12 to 14 per cent of moisture or 6.7 pounds to 7.8 pounds of water to the bushel. So-called "soft" corn, such as is usually graded No. 3, contains 15 to 17 per cent of moisture or 8.4 pounds to 9.5 pounds of water to the bushel, while "damp" corn such as is usually graded No. 4 or "no grade" contains 18 to 20 per cent of moisture or 10.0 pounds to 11.1 pounds of water to the bushel. One sample of corn was found to contain 22 per cent of moisture.

The above figures are of course approximate in relation to the grades mentioned, but they represent in a general way the moisture content of commercial corn.

These figures are interesting and important. They show that the lower grades of corn carry an excess of water that is not only useless, but positively dangerous. During warm weather, more than 13.5 or 14 per cent of moisture in corn will nearly always cause it to heat and spoil—to get "out of condition." It is important for the warehouseman and the grain inspector to know what amount of moisture any lot of corn contains in order to know whether or not it is safe to store or ship. Until recently it has not been customary for men in the trade to concern themselves with actually determining this moisture in corn. They have felt of the corn and guessed whether or not it would be safe to carry or store.

The experience of the past year shows

the results of some of these guesses. The losses on carloads and cargoes of corn and on bins of corn that have gone out of condition has been enormous. The grain dealer who has not been caught is indeed fortunate.

It has been too long believed that the determination of the amount of moisture in a sample of corn is a function of the chemist, that it belongs strictly in the field of scientific research and is not a part of every day business life. This idea is wrong and its continued prevalence is proving very expensive to the grain trade.

Any intelligent man with the requisite apparatus can find out how much moisture a sample of corn contains just as well as a chemist can. All that is needed is a set of strong, delicate balances and an oven of some kind that can be kept steadily heated to a temperature slightly higher than the boiling point of water. With these two things and a small cheap mill for grinding the corn into meal and some cheap aluminum pans to hold the meal while it is drying, any careful man can make a corn moisture determination.

The importance of knowing how much moisture a sample of corn contains is almost too obvious to need discussion. A man buying corn for immediate manufacture can use 15 or 16 per cent corn without serious disadvantage further than that he is buying as corn about 1.5 to 2 pounds of superfluous water with each bushel. The man who is buying corn to store or ship, however, cannot afford to take on such corn even at a price that would net down to 13 per cent grain, because of the danger that it will spoil on his hands and result in a loss out of all proportion to the slight difference in the purchase price.

As long as dealers have no accurate means of knowing exactly how much moisture corn contains, just so long must they continue to be afraid of it, but with the use of an apparatus by which the moisture can be determined, the cause for fear disappears.

When a warehouseman can test the grain he has on hand and assure his eastern or continental buyer that he can deliver corn of not to exceed a stated per cent of moisture, trade will be greatly facilitated. Such a thing is entirely practicable for every warehouse operator.

With the use of a moisture-determining apparatus it at once becomes possible for the trade to speak in definite terms about the condition of corn. For instance, it would be possible to buy or sell "14 per cent or better" corn, just as now it is possible to buy or sell "36 pound or better" clipped oats.

When one realizes that 13 per cent corn is perfectly safe to ship or store in almost any weather and that 15 per cent corn is dangerous stuff to handle, it becomes evident that there is need for something more accurate than unaided judgment or personal opinion as to the amount of moisture in any sample of corn. Men familiar with grain become remarkably expert at times in judging the condition of corn, but in cold weather when the grain is frozen or in very damp weather, it is practically impossible to judge accurately the amount of moisture it contains.

The experience of the past year should certainly be enough to convince grain dealers of the folly of depending on unaided human judgment in corn grading. Such losses as have been suffered could be almost entirely prevented if proper knowledge were to be had of the exact condition of corn and proper precautions taken to remove by airing or artificial

drying the excessive moisture in all that was near the danger line.—C. S. Scofield, U. S. Department of Agriculture.

Again Demand Better Weights at St. Louis.

Once again the secretaries of the grain shippers' assns. interested in the improvement of weights at St. Louis visited that city. On the morning of Aug. 11 Secy. Stibbens of the National Assn., Secy. Geo. A. Wells of the Iowa Assn., Geo. Beyer, Secy. of the Illinois Assn., and Secy. E. J. Smiley of the Kansas Assn., met at St. Louis and spent the next four days investigating the methods in vogue, and in talking over what is needed to remedy the trouble, with the members of the Merchants Exchange.

It was discovered that the Merchants' Exchange could discipline or expel members who refused to have the weighing of their grain supervised by the Weighing Bureau of the Exchange. Accordingly, the Weighing Committee, which seems to be earnestly desirous of establishing correct weights in St. Louis, recommended to the Board of Directors of the Exchange that a rule be provided, requiring every grain commission man to have all grain passing thru their hands weighed under the supervision of the Exchange's Weighing Bureau.

It seems that some of the commission men have been ignoring the instructions of their employers (the shippers) to have grain weighed under the supervision of the Bureau, and have thereby assisted those buyers and elevator men who refused to have their weighing supervised by the Bureau. The grain commission men are simply agents of the shipper and it behooves them to carry out the instructions of the shipper to a letter. Some of them have failed to do this and others have discouraged shippers giving such instructions, hence the Weighing Bureau has not had the support which it needs at home and in the country.

If St. Louis is ever to have correct weights the grain commission men and the country shippers must firmly insist upon the weighing being supervised by the Merchants' Exchange Weighing Bureau. St. Louis has been struggling with this problem much longer than any of the other markets and it seems time that some vigorous action were taken to place its weights above question. The secretaries who made the last visit gained more information regarding the defects of the city's weighing system, or rather lack of system, than any time heretofore.

The assns. are determined to have a system of weighing in St. Louis which will reduce the number of shortages and the secretaries will continue their visits until something is accomplished. It is to be regretted that any visits from them have been necessary. The Merchants Exchange, of its own accord, should have remedied the trouble. It has the power, the funds and the interests of its members to serve in this matter.

The Merchants' Exchange Weighing Bureau is all right so far as it has gone, but the receivers and elevator men of St. Louis as well as shippers have not given it the support needed to enable it to employ the help required to give better service. At present a flat rate of 35 cents a car is charged, but a graduated scale of fees based on the cost of the service is likely to be substituted, as recommended by the visiting secretaries.

An irrigation congress will be held at Ogden, Utah, Sept. 15.

Too Late to Classify.

Frankfort, Kan.—G. B. Lint has let the contract for an eltr.

Aredale, Ia.—The Nye-Schneider-Fowler Co. is building an eltr.

Silica, Kan.—Steckel Bros. have painted their eltr. Mr. Hagg is mgr.

Chapman, Kan.—The eltr. of the Morrison Grain Co. has been repaired.

Columbus, Kan.—The new eltr. for Fudge & Thomas has been completed.

Carpenter, Ia.—A. B. Loomer has succeeded J. M. Roe with the Hunting Eltr. Co.

Jetmore, Kan.—E. B. Dockum is building an eltr. A gasoline engine will be installed.

Craigville, Ind.—E. L. Carroll is improving his eltr. in the way of dumps, bins, etc.

Gladstone, Man.—Morton & Pearson will build 5 eltrs. in this district.—P. Bradford.

Maple River, Ia.—Frank J. Berger has bot the grain and lumber business of J. B. Schulte.

Burnside, Man.—The Ogilvie Milling Co. has bot the eltr. of the Burnside Farmers' Eltr. Co.

Gladstone, Man.—The Echo Milling Co. will build a large eltr. and a 200-bbl. mill at Gladstone.

Ellinwood, Kan.—P. J. Helwig has succeeded Wm. Witchman as buyer for the Kansas Grain Co.

Caldwell, Kan.—J. E. Damon has accepted a position with the Rosenbaum Grain Co., of Kansas City.

Edmonton, Alta.—The Brackman-Ker Milling Co. and the Alberta Grain Co. will build eltrs. on the C. N. Ry.

Bonair, Ia.—Flemming Bros. have improved their eltr. and installed a new gasoline engine and dump scales.

Harris, Ia.—H. A. Weimer will remove his eltr. to another location just west of the eltr. of Stockdale, Dietz & Co.

Le Mars, Ia.—N. L. Greer, a former well known grain dealer of northwestern Iowa, died at his home in Le Mars recently.

Hartney, Man.—D. N. McGregor, formerly with McCulloch & Herriot, Souris, will buy for the Ogilvie Milling Co. at this point.

Neepawa, Man.—The Manitoba Milling Co. has built eltrs. on the C. N. Ry. at Clanwilliam and Glensmith, Man., and Springhill, Ont.

Ardon Sta., Ia.—Downer & Schwin will engage in the grain business Sept. 1, at this point, a new station on the cut-off out of Muscatine.

Des Moines, Ia.—Ira Conger, of Cherokee, has bot a large interest in the Des Moines Eltr. Co. and will manage 20 eltrs. for the company.

Tuscola, Ill.—The Tuscola Grain & Coal Co. is defunct to the tune of \$6,500. J. C. Collins, pres. Farmers Co-operative Grain Dealers Asso., was mgr.

Fort William, Ont.—M. Sellers, superintendent of the C. P. Ry. eltrs. here, has resigned on account of ill health. His successor has not been appointed.

Quebec, Que.—The G. N. Ry. car shops were badly damaged by fire Aug. 18 and several hundred cars being built for the transportation of grain were burned.

Sterling, Kan.—The Chase Grain & Supply Co. will make repairs and im-

provements in its eltr. now and not wait until fall. New machinery will be installed.

Sturgis, Mich., Aug. 22.—The rye crop of Michigan is the finest in years; all berries filled and testing from 56 to 61 lbs. to the bus.—J. W. Baluss, mgr. Baluss-Dawson Co.

C. Halgrims, formerly agt. for the Great Western Eltr. Co. at Livermore, Ia., has been appointed traveling superintendent for the company to succeed J. J. Quinn, who has been promoted.

Carpenter, Ia., Aug. 21.—Oats are light and a short crop in this locality. Nearly all the grain is being stacked and not much grain moving at present.—A. B. Loomer, with Hunting Eltr. Co.

Hayes, Ill.—The Hayes Grain & Coal Co., a farmers concern, has broken up \$5,500 in the hole. The eltr. was taken off the company's hands by 6 of the old



William Reardon, Midland, Mich., Vice-President Michigan Grain Dealers Association.

directors, and is now regular under the name of Roe, Barracks & Co.

Indianapolis, Ind.—The building committee of the Board of Trade has set Sept. 4 as the date for receiving plans for the proposed new building. The plans will be given to the board of governors Sept. 7, at their regular meeting.

Adair, Ill.—Please discontinue my ad. in the Grain Dealers Journal. Have received from 1 to 6 applications every day since the ad. appeared. I think the Journal a good advertising medium and should judge it was well read.—C. R. Lownes, secy.

An addition, 32 x 77 feet, will be built to the eltr. of Frank G. Ely at Chicago. An additional boiler house will also be built, 35 x 87 and 19 x 22, 18 feet high. The materials will be brick, wood and iron and the alterations and additions will cost about \$50,000.

Montreal, Que.—The new Board of Trade building was opened Aug. 17 with appropriate ceremony. A reception was held which was attended by hundreds of members of the Board with their wives and daughters, and the delegates to the Congress were practically all present.

On the morning of July 16th at 1:05 a. m. Peter Madsen and Jas. Jansen were arrested on the R. I. tracks at So. Chicago, for stealing grain and were later sentenced to one month each in the house of correction by Judge McEwen. The

Grain Shippers' Protective Asso. is persevering and hopes in a short time to make grain thieving a profitless occupation. The judges are still somewhat reluctant to sentence offenders as they merit, but are doing better.

Expeditious Handling of Grain at St. Louis.

While at St. Louis recently, investigating the causes of shortages in shipments of grain to that market, Secretary Stibbens, of the National Asso., discovered another cause of grief to shippers and issued a letter to the affiliated secretaries, from which we take the following:

In order to give you an idea of how some cars of grain are handled at East St. Louis, and St. Louis, I give you below a record of a car of oats:

Car 27,224 M. P., loaded with oats by "A," at a certain station in Illinois, and billed to East St. Louis, consigned to "B" Commission Co., St. Louis.

This car originated on the C. & A. Ry. and was sold by "B" to "C" at 38c, delivered, and on July 6th it was ordered to 8th and Gratiot Sts., St. Louis, in accordance with the sale.

Records show that it was delivered to 8th and Gratiot Sts., Aug. 3rd, 27 days after date of order and arrived in heating condition as a result of the delay.

The oats being hot, "C" rejected the sale, and "B" was compelled to make a resale, which was done to McReynolds & Co., to be delivered at Elev. "C," East St. Louis, at 28c per bu., which resulted in a loss of 10c per bu., including terminal charges, transfer, etc., to the East side.

The C. & A. Ry. and Bridge record, as furnished to "B," show that the C. & A. delivered the car to the Terminal or Bridge July 14th, being eight days after it was ordered. The car was then sent back by the Bridge, for some reason, to the C. & A., and again delivered to the Bridge, on July 22nd, but was held by the Bridge until August 3rd, delivery being made that date, making a further delay of twelve days in transfer from the East to the West side after first delivery to them, the second time. On the morning of August 13th we visited 8th and Gratiot yards, owned and operated by the Terminal Railway, and found car 27,224 M. P. loaded with oats, and leaking badly at one end.

In company with the Merchants Exchange weigher, we called on the R. R. agent in this yard, and he stated the above car was sent in through the 8th and Gratiot yards, Aug. 3rd, and that "B" ordered the car out Aug. 5th to McReynolds Elev. "C," East St. Louis, and the R. R. agent stated that in switching the car the draw bar was pulled out, and was sent to repair track at 16th St., for repairs, and switched back to 8th and Gratiot yards Aug. 13th.

Upon making examination of the above car, it was found that the car had not been repaired, but returned to the yard it had been ordered out of, 8 days after it had been so ordered.

On Aug. 14th, in conversation with another agent of the Terminal R. R., he could not give any satisfactory explanation for the long delay, but stated that the oats were being transferred to another car so it could be delivered to Elevator "C," East St. Louis.

Above record will give you an idea of how a great many cars of grain are handled by the different railroads in St. Louis and East St. Louis.

Supply Trade

The question to consider is, The Cost of Not Advertising. Is it economy to pay it?

Advertising is the plow that first lays bare the ground for planting.—Judicious Advertising.

According to the census of 1900, during that year 18,531 gas engines were built in the United States.

The Allis-Chalmers Co., of Milwaukee, Wis., has made some good sales of ele-

corporators are John F. White, Wm. R. White, J. S. Neville, Frank W. Aldrich and Willis S. Harwood, all of East Orange.

The eye of the public, like that of an individual, sees only what is in sight. The memory of the public, like that of the individual, is short. Hence success in advertising comes through keeping the business constantly before the public eye and persistently in the public memory.—Printer's Ink.

The N. P. Bowsher Co., South Bend, Ind., considers the outlook in the feed mill line to be as good as ever known and anticipates splendid trade. The company has mills suited to the work all the way from Maine to Texas and says that the prices that have prevailed for grain the last year and a half have brought

pumping, hoisting and sawing. Copies will be mailed to Grain Dealers Journal readers upon application.

The Hall Distributor Co., of Omaha, Neb., sold in July distributors to the following: Weller Mfg. Co., Chicago, Ill., one 6"-8-duct distributor; Fairbanks, Morse & Co., Chicago, Ill., two 6"-8-duct distributors; P. H. Pelky, Winfield, Kan., two 7"-12-duct distributors; Walter M. Bail, Clark, S. D., one 6"-10-duct distributor; Younglove & Boggess Co., Windom, Minn., one 6"-15-duct distributor; Kramer Bros., Wellington, Kan., two 7"-12-duct distributors; G. K. McProud, South Haven, Kan., two 6"-8-duct distributors; Twist Bros., Pawnee, Ill., one 7"-10-duct distributor; Trans-Mississippi Grain Co., Henderson, Neb., one 6"-12-duct distributor; the Wallace Co., Kinde, Mich., one 6"-15-duct distributor; Holm-



Minnehaha Falls, Minnehaha Park, Minneapolis, Oct. 6, 7 and 8, 1903.

vator and mill machinery during the past month.

J. N. Bacon, representative at Indianapolis, Ind., of the Invincible Grain Cleaner Co., was robbed recently of a valuable watch and \$65.

A. S. Garman & Sons, Akron, O., have been pushing their grain testers lately and report satisfactory results from their liner ad. in the Grain Dealers Journal.

The Vicksburg Grain & Seed Cleaner Co. has been formed at Vicksburg, Mich., to manufacture a patent cleaner. Carson Durkell is president; W. H. Dir, vice-president; Geo. H. Rawson, secretary, and L. C. Bert, treasurer.

The United States Portable Elevator Co. has been incorporated at East Orange, N. J., to manufacture grain elevators. The capital stock is \$500,000, and the in-

many converts into the ground feed fold. Particularly is the trade with elevator men increasing. Some elevator companies have as high as a dozen Bowsher Mills at their different plants.

Howe Gas and Gasoline Engines are attractively described in a handsomely illustrated catalog of 24 pages, issued by the Borden & Selleck Co., of Chicago, Ill. Many of the Howe Engines are used in grain elevators, some line companies having dozens of them in different houses, the local agents having no trouble in running them. The Howe Engine is built so that gas or gasoline or both can be used at the same time, and the change made from one to the other while the engine is running at full speed. On account of their superior construction, the Howe Engines are adapted to a variety of uses, the new catalog showing them threshing,

quist Grain Co., Thurston, Neb., one 6"-12-duct distributor; A. M. Vandell, Atlanta, Neb., one 7"-12-duct distributor; L. Cortelyou, Muscotah, Kan., one 6"-8-duct distributor; Nye-Schneider-Fowler Co., Frost, Minn., one 6"-10-duct distributor; Seward Cereal Mills, Seward, Neb., one 7"-8-duct distributor; Wells-Hord Grain Co., Boelus, Neb., one 7"-10-duct distributor; Wells-Hord Grain Co., Rockville, Neb., one 7"-10-duct distributor; E. Mann, Calumet, Ia., one 7"-10-duct distributor; Westbrook, Gibbon Grain Co., Callaway, Neb., one 6"-12-duct distributor; Updike Grain Co., Dwight, Neb., one 6"-8-duct distributor; Chase Grain & Supply Co., Chase, Kan., one 6"-8-duct distributor; Kearney Flour Mills, Kearney, Neb., one 6"-8-duct distributor; T. J. Winget & Son, Linden, Mich., one 6"-12-duct distributor.

Asked— Answered

WHAT MAKES CORN RED?

Grain Dealers Journal: What makes some ears of corn red, and why does a fellow have the right to kiss the first girl he catches after having found a red ear?—O. M. T.

HAVE MINNEAPOLIS MILLS AN ADVANTAGE?

Grain Dealers Journal: I am at a country point on the Omaha Ry., where oats are bot at a profit of 2 to 3 cents a bu. for shipment to Minneapolis or Duluth. Some corn can be had at about the same discount; but a full supply of corn can be had at all times with thru billing and milling in transit privileges for Lake Superior points. Yet all tell me I cannot, with my water-power mill, grind and deliver ground feed in competition with the Minneapolis mills.

Friends in the trade at Duluth, who handle 50,000 to 60,000 bus. of my oats a year, have invariably replied that they can buy cheaper in Minneapolis, when I repeatedly tried to get them to sell my ground feed.

It seems to me there must be a "nigger in the fence" somewhere. I wish the readers of the Journal would assist me in corraling this Ethiopian, and put me right.—W. H. Putnam, River Falls, Wis.

CAN FARMER BE HELD TO CONTRACT?

Grain Dealers Journal: I wish, thru the columns of the Journal, to obtain a little advice in regard to the expiration of contracts on grain. For instance:

I have a written contract with a farmer for 5,000 bushels of wheat to be delivered on or before 20 days from date of contract, at 60 cents per bu.

At the end of 20 days no part of the wheat had been delivered and the market price was down to 58 cents. He asked for 10 days extension, which was granted, and at the expiration of the 10 days still no part of the wheat was delivered and the market price was 60 cents. Nothing further was said about the contract by either party and after the course of 10 days or two weeks the wheat is delivered and the price is 63 cents.

In this case could I legally hold the farmer to the contract, under the circumstances, or would this contract have expired at the end of the 10 days extension, where there were no further extensions asked for?—Oklahoma Grain Dealer.

SALE CONTRARY TO ORDERS.

Grain Dealers Journal: In reply to "Hoosier," whose commission merchant reported a sale at 6 or 7 cents less than market, as stated in the Journal of July 25, I would say that from his statement of the oats transaction, he is entitled to settlement on the oats that arrived on Jan. 14 in accordance with the market the day of or after arrival.

It is not necessary, to go to Pittsburg and trace to whom the car was sold. I would suggest that the shipper take the matter up by correspondence with his commission man, requesting a settlement

for the second car on the basis of the market the day of arrival. Should he refuse to settle on this basis, if he will write the secretary of the Grain & Flour Exchange, stating the facts in the case, the secretary will probably see that he gets what is still due.

If the shipper is not already a member of the Indiana Grain Dealers Asso. he should join it at once; and should he fail to get settlement refer the matter to the secretary of that Asso.—Another Hoosier.

HOW IS AVERAGE CONDITION OF CROP DETERMINED?

Grain Dealers Journal: I would appreciate it very much if some reader of the Grain Dealers Journal would kindly inform me how the Agricultural Department's statistician arrives at the average condition of corn in the United States.

Taking his last report on the condition of corn Aug. 1st, I have added the condition accredited to each state and territory and divided by 48, but this does not give the average condition shown by the statistician's report, namely 78.7-10.

Is the report supposed to cover the corn grown in Alaska, the Philippines, Hawaiian Islands and Porto Rico? If the average condition for each state is computed independently and the average of the country determined by dividing the sum of these averages by the whole number of states, I believe that the report of the average condition will be worthless. It should be based on the acreage instead of on the states. Any information will be thankfully received.—W. S.

Ans: The figures given are not the straight average; that is, they are not obtained by dividing the sum of figures for each state by the total number of states. Such a method as this would be eminently unfair, as it would not give sufficient weight to the acreage of each individual state. In figuring, therefore, the general average for the country, the condition figures for each state are multiplied by the acreage planted in corn in that state, and the sum of these results is divided by the total acreage for the United States to obtain the average condition.—Very truly yours, Stephen D. Fessenden, Acting Chief of Bureau of Statistics, Washington, D. C.

OBJECTIONABLE CLAUSE IN B/L.

Grain Dealers Journal: We have lately had some drafts presented to us with Bs/L attached, having the following clause stamped on them:

It is expressly understood and agreed that this bill of lading is issued at the request of and for the convenience of the shipper, and that said freight has not yet been received by the Railway Company, and that no obligation in respect to said freight is assumed by this Railway Company, nor shall this bill of lading be in force until said freight is received by this Railway Company.

We would like to know the opinion of Journal readers on such a B/L. If the freight has not yet been received, why sign a B/L for it? Is there a law in Illinois prohibiting issuing Bs/L for goods that have not been received?—W. H. M., New Orleans, La.

Ans: The obnoxious clause is stamped on Bs/L issued by the C., B. & Q. Railroad for cars that have been switched to it from other lines. The ordinary B/L is reserved for shipments that originate on its own tracks. After the switching road has given the shipper a receipt, not a B/L, for the car, a day or two will sometimes elapse before delivery to the C., B. & Q., which in the

meantime refuses to issue the regular B/L on the ground that the car has not yet been received by it.

The C., B. & Q. stoops to such sharp practice in a vain attempt to evade its responsibility as a common carrier. The receipt issued to the shipper by the switching road, and which is exchanged for the B/L issued by the line carrying the car out of the city, is worthless in the eyes of the C., B. & Q. officials. The receipt given by the switching road ought to be good enough to issue a B/L upon.

The method of issuing Bs/L in exchange for connecting line receipts, which has been the practice of other Chicago roads for many years, is to specify the receipt on which issued, their only protection being a clause "if duly delivered as aforesaid," which is sufficient. Such a B/L is genuine and negotiable.

On the face of it the B/L with the objectionable rubber stamp appears worthless, as it states "no obligation in respect to said freight is assumed." This is intended only to throw dust in the eyes of the shipper. The obnoxious clause is declared to be ridiculous by the freight officials of other roads. The stamping of Bs/L with the clause only earns the C., B. & Q. the ill will of the grain trade without any compensating feature, as it is clearly illegal, the courts having decided again and again that a railroad cannot thus relieve itself of responsibility as a common carrier in a manner contrary to public policy.

Demand Chicago Board of Trade Weights.

The Secretary of the National Asso. has recently discovered that settlements in the matter of some grain shipments to the Chicago market have been made on the basis of weights returned by the Western Railway Weighing Asso. To start with these weights are not designed to be used in the settlement for grain but for the purpose of determining freight charges to be collected by carriers.

The Railway Asso. weights are ascertained by the use of track scales and stencil weights, both of which are known to be unreliable. Shippers to the Chicago market who want correct weights should insist upon having Board of Trade weights. There is no excuse in any one accepting the guesses of the Railway Weighing Asso. in settlement for their grain.

The Asso. does not pretend to give absolutely correct weights, and what is more, does not charge the same for the service as the Board of Trade Weighing Department. The Weighing Asso. gives no attention whatever to the contents of cars weighed. As cars are switched over a track scale the weight, initial and stencil weight of car are recorded, and from these facts the certificates are issued by the Asso. Shippers would advance their own interests by insisting on having correct weights, the kind that are invariably given by the Board of Trade Weighing Department.

Karo Corn Syrup is being extensively advertised by the Corn Products Co. in an endeavor to drive adulterated syrups out of the market. Karo is pure glucose and the same as the sugar of grapes.

Canadian wheat cannot be foisted on the Germans as of American growth, since the recent order of the German customs requiring certificates with all shipments of grain and peas from north Atlantic and lake ports, to show origin.



The Program.

The program of the annual meeting of the National Asso. has not yet been fully arranged, but addresses by prominent men on subjects of interest to the trade have already been assured.

F. A. Delano, Gen'l Manager of the C., B. & Q. Ry., will address the convention on Grain, Car Equipment and the Relation of the Railroads to the Grain Trade.

C. S. Scofield, botanist, of the Bureau of Plant Industry U. S. Department of Agriculture, will give an illustrated lecture on Methods of Accurate Grain Grading.

Eugene S. Hay, of Minneapolis, will deliver an address on Reciprocity with Canada.

M. A. Carleton, Cerealist, of the Bureau of Plant Industry, U. S. Department of Agriculture, will tell of the experiments conducted by the Department in an effort to secure the improvement of grain.

It seems probable that Charles B. Murray, Superintendent of the Cincinnati Chamber of Commerce, will deliver an address.

Mr. Grimes Will Preside.

Pres. Theo. P. Baxter, of the National Asso., formerly in the grain business at Taylorville, Ill., has prospered so greatly in the oil-well district of southeastern Kansas during recent months that he expects to be busy with his new automobile, hence has asked First Vice-Pres. H. S. Grimes, Portsmouth, O., to preside in his place.

If Mr. Baxter stays away from this meeting it will be the first he has missed since he was fourteen. However, he is not the first man who has had his head turned by oil.

You are invited to attend the annual convention of the Grain Dealers National Asso. at Minneapolis, Minn., Oct. 6th, 7th and 8th, 1903.

Col. Creel, a politician of Devil's Lake, N. D., has been appointed traveling crop expert in the northwest, for the Department of Agriculture. The colonel says "It is about time the bureau was run for the benefit of the farmer; it has been run for the wheat bears too long." Does this mean that the crop of the northwest is to be systematically underestimated?

The Sessions.

The business sessions of the Seventh Annual Convention of the Grain Dealers National Asso. will be held on the morning and afternoon of Oct. 6, morning of Oct. 7th and morning and afternoon of Oct. 8th.

The reason no afternoon session will be held on the 7th is that Minneapolis affords no hall large enough to accommodate the grain dealers' meetings, hence the sessions will be held in the Bijou or the Metropolitan Theatre. As both houses have arranged in advance to give a matinee performance on Wednesday afternoon Oct. 7th, the hall cannot be obtained for that afternoon. However, a session from 9 to 1 will probably be held on Wednesday and the afternoon devoted to sight seeing.

No doubt the local entertainment committee will take advantage of the opportunity to show the visitors the many beautiful lakes in and about the Queen of the Northwest.

The macaroni wheat crop of Minnesota and the Dakotas is estimated by H. V. Jones at over 5,000,000 bus.

The National Convention.

As the time for the annual meeting of the Grain Dealers National Asso. approaches the interest taken by members of the trade increases and the prospect for a large gathering becomes more certain. Minneapolis has many points of interest other than its enormous flour mills, its fine new Exchange building, its beautiful lakes and wide, well-paved streets.

Located on the Mississippi River and surrounded by lakes, it has plenty of water to lend variety to the scene. Too much water may not please some of those who will probably attend the convention, but then they should bear in mind that the very name of the town means "water town."

The arrangements for the program, entertainments and transportation are rapidly being perfected and by Sept. 10th we will be able to give our readers many more facts than are presented in this number.

The Commercial Club of Minneapolis naturally is interested in the promotion of the city's interest and undoubtedly will assist the members of the grain trade in entertaining the visitors as becomes the largest primary wheat market of the world. The Chamber of Commerce has a large and active membership, made up of progressive and enterprising grain merchants and millers who will be sure to entertain the visitors royally.

By organizing parties of 20 or more at central points east of Chicago dealers can travel to and from the windy city in a party at a low rate.

The Chicago-Minneapolis lines now have a round-trip rate of \$8 in effect and there seems every prospect of this rate remaining in force. If it does not, the same rate will be charged by all of the lines, so it will make little difference to dealers passing thru Chicago to Minneapolis what line they go over. All would prefer to go over one line and to travel together to and from the convention. If one of the lines could be induced to grant a special train for the dealers, no doubt it would be quickly filled.

Imports of beans and peas for the 12 months prior to July 1 were 1,088,465 bus., compared with 881,966 bus. for the corresponding months of 1901-2.



Lake in Loring Park, Minneapolis. Oct. 6, 7 and 8, 1903.

National Hay Asso. Delegates.

Pres. J. L. Dexter, of the National Hay Asso., has appointed the following delegates to represent that Asso. at the annual meeting of the Grain Dealers National Asso.: Chas. England, Baltimore; Geo. S. Bridge, Chicago; Jas. W. Sale, Bluffton, Ind., and P. E. Goodrich, Winchester, Ind.

A Correction.

We were in error when we stated in the Grain Dealers Journal of May 25, 1903, page 517, third column, under the head "No Duel Fought," that Mr. Cochran's challenge was accepted. He specified in his challenge "usual weapons," but this provision was ignored. It was no fault of Mr. Cochran that a fight failed to materialize.

The telegram dated April 11 was also incorrectly quoted. It should read: "This is highway robbery corn worth fifty cents Baltimore if bran accepted contract will allow four cents on corn, otherwise must sell your account and collect difference."

On the 14th Mr. Cochran accepted the corn at full contract price and on the 16th sent the challenge to fight.

As he had accepted the corn and paid for it, he did not think there was any occasion for arbitration. He felt that his character had been assailed and that it was his duty to defend it, as he offered to do.

The settlement of the car of bran was left to an arbitration committee of the Baltimore Chamber of Commerce and below is the findings of the committee:

BALTIMORE CHAMBER OF COMMERCE.

Office of the Secretary.

Baltimore, April 30, 1903.

To Whom It May Concern:

The undersigned having been selected to arbitrate the matter in dispute between Mr. Charles R. Lull, of Milwaukee, Wis., and Mr. R. S. Cochran, of The Plains, Va., have unanimously agreed that Mr. Charles R. Lull did not fill his contract entered into Feb. 7th, 1903, with Mr. R. S. Cochran, selling him one car of 18 tons of coarse bran in 200-lb. sacks, quick shipment, at \$22.50 per ton delivered The Plains, Va. No evidence was produced before the committee to show that the car was shipped prior to Feb. 27th, being twenty days after the sale, when the contract required five days or less.

Mr. Cochran is not obliged to accept the car tendered on contract.

J. HUME SMITH.
GEO. T. GAMBRILL.
CHAS. ENGLAND.

To Mr. R. S. Cochran, The Plains, Va.

Chicago Delegation.

The Chicago delegation to the annual meeting of the National Asso. includes R. D. Richardson, W. N. Eckhardt, I. P. Rumsey, P. H. Eschenburg, W. J. Taylor, L. B. Wilson, H. A. Foss, James Pettit, H. F. Dousman, C. F. Schneider.

Cobs.

Philippine imports of breadstuffs for the 10 months prior to May 1 were: Barley, 139 bus.; Corn, none; oats, 13,750 bus.; wheat, 77 bus.; compared with 46,325 bus. of barley; 284 bus. of corn; 8,392

12th census will be presented by the Hon. W. R. Merriam, director of census, in the September Century. Figures will be quoted, among other topics, on the rapid growth of population, interstate migrations, city and country residence, illiteracy conditions, the status of agriculture and manufactures, the growth of trusts, and expansion in the export trade.

Sixty days ago, with the price around 75c., the trade almost to a man were bearish, being fearful of a big rush of winter wheat. The visible supply since then has decreased about 5,000,000 bus. and the



St. Anthony Falls with Exposition Buildings in the Background. Minneapolis, Oct. 6, 7 and 8, 1903.

bus. of oats and no wheat, for the corresponding months of 1901-2, as reported by the War Department.

Liverpool's Corn Trade Assn. Aug. 10 amended its River Plate contracts, with a provision that in case of default by seller the contract shall be closed by invoicing back to him the goods at such price as arbitrators may determine. When seller tenders delivery order and insurance the buyer shall deposit the amount of the invoice in the clearing house.

The twelfth census takes 10 quarto volumes, 10,000 pages, to hold its condensed information—information of vital importance touching our population, our agriculture, our manufactures, and our vital statistics. "Noteworthy results" of this

price of September wheat advanced almost 10c. Now they are afraid of a big movement of spring wheat and are, of course, bearish again. There ought to be a movement of spring wheat but it will not come to this market while Minneapolis holds, freight differentials considered, from 5 to 10c per bu. over Chicago for September wheat. Northwestern millers are waiting with empty bins for this much heralded rush. This year's crop of spring wheat is fully 50,000,000 bus. smaller than were the last two, which in addition to large importations of Kansas hard wheat proved entirely inadequate. The only movement this way will probably be in the price, to where wheat belongs—over 90c. —Edw. G. Heeman.



St. Anthony Falls with Arch Bridge and Flour Mills, Minneapolis, Oct. 6, 7 and 8, 1903.

Speculation in Grains—Its Legitimate Uses.

* BY CLAUDE A. TUPPER.

In the evolution of commerce speculation has become an absolute necessity, especially in the distribution of grain. During the first few months after harvest large quantities of grain are forced on the market; the farmer sells his product much more rapidly than it is consumed, and the man who buys and holds it until there is demand for it is a speculator. He may or may not own a storehouse or mill. If he buys, not in view of the immediate requirements of trade, but with an eye to the prospective needs of the consumer, he is a speculator.

Yet, while the truth of this statement will readily be granted, much misunderstanding exists in the public mind regarding the use of the Board of Trade as a medium for legitimate speculative transactions, or, to speak more properly, dealing in grain for future delivery. Many think that such a trade is merely a "bet on the market" and that either party can, at his "option," settle the transaction at a nominal quotation. Never was there a greater misconception of facts;

the existence of Boards of Trade and speculators is antagonistic to the interests of the farmers. Instead of this being the case, there is no class that profits more than do the farmers by such associations. As a result of the present highly organized system of trading, all the information obtainable about the condition of the crops, the quantity of grain harvested, in store and afloat is gathered from the four quarters of the globe daily and hourly and distributed as quickly as the electric current can flash it around the world. It is generally known every day what the crop prospects are or how much and what quality of grain, approximately, has been harvested in the United States, in Russia, in India or in the Argentine Republic. The gathering and distribution of this information is not an unselfish office on the part of the trading community. It is a direct outgrowth of the zeal and enterprise provoked by competition in business. The facts are obtained and distributed with marvelous accuracy, because inaccuracy is damaging to those who are responsible, while a reputation for exactitude is good business capital.

The farmer gets the benefit of this comprehensive news-gathering. He can

dealers who have taken advantage of the absence of protection for legitimate trade which was afforded when contracts for future delivery were in vogue."

In this connection I may add that one of the greatest benefits derived from Boards of Trade has been the creation of stable markets, with substantially uniform prices, the country over. From the producer to the consumer is often a long journey, and there is nothing that works to the disadvantage of both so much as any difficulty in its first stages. If the farmer cannot rely upon a ready sale for his grain in the nearest railroad town, at a relatively fair price as compared with what the consumer eventually pays; and if the local buyer has no sure market to which he can ship, but must send out samples and await bids, there are possibilities of loss and expensive delays, all of which must be discounted in making the original price to the farmer, and result in increased prices to the consumer. The dealer must make excessive profits, as a rule, in order to guard against the losses which he takes the chances of incurring. With established Boards of Trade and constant dealings in futures, these contingencies can be insured against and the expense of handling be reduced to a legitimate margin of profit. In short, as stated in the preamble to the Constitution of the Milwaukee Chamber, the objects of Boards of Trade and kindred associations are "to promote just and equitable principles in trade, to correct abuses, to acquire, preserve and disseminate valuable information."

Now let us turn to the world's great speculative market, the Chicago Board of Trade. There is the center of those operations so beneficial and in fact necessary to the moving of the products of the soil. What is true of grain is also true of many other farm products. Dealers in such commodities the world over buy and sell through the Chicago Board, not because it is the highest market or the lowest, but because they can buy or sell any amount, great or small, with greater facility, less expense and risk than at any other market. To provide a market for and to distribute the enormous surplus of grain and other commodities requires facilities and commercial machinery of the highest order. The simple transaction by which a speculator buys a few wagon loads of a farmer and puts them into his own warehouse to await a period of higher prices will not furnish a market for millions of bushels. A central situation, great numbers of contributors, immense sums of money, insurance companies, elevators, railways, steamships, telegraph companies, banks, clearing houses and brokers are needed. The machinery of such a market is complex. The opportunity to buy and sell must be unrestricted and the facilities for trading and for the fulfillment of contracts must be of the highest order. Here is where the prejudice that finds lodgment in the public mind and its echo in the courts has its origin. The very complexity of the machinery by which the trade is carried on bewilders the uninitiated. For a long time the courts looked askance at the devices for settling trades through the clearing house, thus avoiding the risk and labor of an actual loading out and delivery of the property covered by the warehouse receipts each time the grain changed hands.

Now, to consider a portion of this subject which is confusing to many, even to judges of acknowledged learning—from the custom of making contracts for the purchase or sale of grain for actual fu-



Stone Tower at Fort Snelling near Minneapolis, Oct. 6, 7 and 8, 1903.

for every purchase or sale that is made calls for the fulfillment of the contract to the letter. The property must be delivered and paid for, no matter at what expense.

A striking and dramatic illustration of this fact may be found in the famous "Leiter deal," with some of the features of which all are familiar. At its beginning there was in the neighborhood of half a million bushels of contract wheat in store at Chicago, and Armour alone had sold about ten million bushels for future delivery. Now every pound of that vast quantity had to be delivered, or a settlement effected through the clearing house, and every pound of those ten million bushels was delivered in one way or another. Armour's buyers scoured the country. Large quantities of wheat were shipped from Milwaukee, Minneapolis and Duluth and brought from every terminal market within range; but that was not enough. More and more and more was needed. Far out on the plains of the Northwest, even to the Cheyenne River, farmers hauled their surplus grain, sometimes many miles, to the nearest railroad station. These tiny streams, uniting as they went, swelled to great torrents that poured unceasingly into the receiving houses at Chicago. The seemingly impossible was accomplished, and a young man who was reputed to have attempted to "corner" the market found himself the possessor of millions of bushels of actual wheat for which he paid the contract price that he had agreed to pay.

One popular fallacy seems to be that

have it daily at his home, if he takes a daily paper, and he knows when he reads the market quotations that he has the price and the only price of grain the world over, allowing only the necessary cost of transportation and handling. Thus he has become well versed in market conditions—in the laws of supply and demand—making him one of the shrewdest of speculators, and, while his judgment may often be at fault, most of his crops are placed on the market at a time when they sell to very good advantage. I am speaking here of the intelligent, "up-to-date" farmer. Now, were Boards of Trade to be abolished, or restricted in their proper operations, as was recently done in Germany, what would be the result? Is it reasonable to suppose that the large buyers would be over-zealous in posting the producers about crop conditions (unless they happened to be in their own favor) or in giving them full and accurate quotations.

Apropos of this point, I will quote from an editorial which appeared in one of our leading papers. Speaking of the financial crisis in Germany and the unwise legislation which has, in part, occasioned it, the writer says: "As for the anti-option law, it is alleged that since 1897, when it went into effect, the German grain markets have lost their prestige. Fluctuations (in prices) have been more violent than in previous years. The agricultural regions have been injured instead of benefited, the commission men have been driven out of business, and the markets have fallen under the control of a small group of

ture delivery has grown the necessity of what are commonly termed "Puts" and "Calls." A put is precisely the same thing as a firm offer, except that in a put a consideration is paid to the buyer for leaving his bid open for a certain time. A call is a contract of a similar nature, except that the seller, for a consideration, leaves his offer open for a stated period. To illustrate my meaning: It is the custom of the large firms engaged in the exportation of grain from this country to cable a firm offer to, say, Liverpool for grain to be delivered at a certain price within 30 or 60 days. These offers are made on the basis of what is known as the London Corn Exchange Contract, which is entered into before business can be done with foreign dealers. This contract gives the foreign buyer the whole of the following business day within which to determine whether or not he will accept the offer. Now it is running a great risk to offer a large quantity of grain at a fixed price, without any assurance as to what the market price will be at the time the offer is accepted. Exporters, therefore, have been accustomed to go into the market and buy what they term their "insurance," viz., a call for the quantity of grain which they offer to export. In addition to paying the seller of the call a sum for the privilege of calling for the delivery of the grain within a stated period, they often pay a premium over the closing price. Then, if they have made sales in Liverpool and the market has advanced so that it is a saving to take advantage of their option, they close the contract for the quantity stipulated in the call. If, however, the market has not moved, or it is lower, so that the grain may be purchased for a less sum, they let the option lapse.

A similar method of insurance or "hedging," as we commonly style it, has been adopted in every branch of the grain trade throughout the world. "Puts" and "Calls" might be known as "short-term" insurance, and I have spoken of them first, in connection with the export trade, as it seems to me that they most clearly illustrate the business principles involved. But in other branches of the trade a slightly different form of insurance is used, viz., contracts for the delivery of grain a month or more hence, and this method of protection we might term "long-term" insurance. The majority of transactions of this nature are made on the Chicago Board or some related market such as Milwaukee. It makes no difference where the grain may be or to what nation its owner belongs. For instance, an English merchant buys a cargo of wheat in California, or India, or the Argentine Republic. It will be months before that wheat becomes available for sale and distribution on the European market. Accordingly, he sells against it in Chicago for future delivery, thus insuring himself against decline in the market while the cargo is at sea. When the grain arrives in Liverpool, Havre or the port of Hamburg, as the case may be, he disposes of it to the best advantage and buys in his sales previously made on the Chicago Board. Millers in all countries operate in a similar way. Each company has its brand of flour which requires a special mixture of wheat to make. To insure to themselves the possession of the desired qualities they buy far in excess of their immediate requirements, and to protect themselves in case of a declining market, they sell wheat in Chicago for future delivery, buying it back again as the flour is manufactured and sold. Or, conversely, a miller may have an order

from the Continent for 100,000 barrels of flour. The price may be such as to net him a good profit, but he has very little wheat on hand, and by the time he can secure a sufficient quantity the market may be five or ten cents higher. Must he, therefore, decline the offer. Not in the least, he has merely to book the order and to buy a corresponding quantity of December or May wheat on the Chicago Board. Then, as he purchases country wheat, carload by carload, and grinds it into flour, he sells out the futures by which he has been insured.

But it is not alone the large dealers, the millers and exporters, who make use of option trading to insure themselves against loss. The country grain buyer, as he makes daily purchases from the farmers, sells corresponding quantities for future delivery on the Board of

cause if he has shipped out and sold the grain, he has protected himself by buying 1,000 bushels of December or May wheat on the Chicago Board, and while he may have a loss on the farmer's wheat, he has an equal profit in the option wheat. The benefit of this system to the farmer is plain. Before such methods of trading were in vogue, the tiller of the soil was at a disadvantage. As a rule, by the time harvest came around, he was pretty heavily in debt, which compelled him to sell a portion of his crops as soon as possible, in order to obtain a little ready money. But today, thanks to the speculative market, it is wholly at his option when to place his grain on sale.

Gambling on the Board of Trade is a subject to which much attention is given—far more, in fact, than it deserves. The speculative market may well be likened



City Hall and Court House, Minneapolis, Oct. 6, 7 and 8, 1903.

Trade. Thus he makes certain of the margin of profit already secured, and it makes no difference to him whether the market declines or advances.

By this method, also, the farmer is enabled to obtain a loan on his grain, if he does not wish to sell at the ruling price. For example, he has 1,000 bushels of wheat, which he hauls to the buyer's elevator. They agree on the quality, and a contract is made between them that the farmer shall have the privilege of taking the market price on any day thereafter that he chooses—it may be a week later, or it may be six months. The buyer then advances say 40c a bushel. Suppose that at the time the price of wheat in Chicago is 70c. Next month it has risen to 80c, and the farmer informs the buyer that he will accept that price, less transportation and handling charges. "All right," says the buyer, and he gives him a check for the balance due. "Now how," asks the uninitiated, "can the buyer afford to pay ten cents a bushel more for the wheat than it was worth at the time of delivery to him?" Simply be-

to an oak of the forest spreading its branches in every direction. On its bark are found parasitic growths. But do they lessen its vitality or impair its protective usefulness? Not in the least. And, except in very abnormal cases, gambling has no more influence upon the option market than the lichen has upon the oak. Men who want to gamble will find means to do it, one way or another, and the fact that a limited amount of trading on every Board is perverted to such ends affords no occasion for bringing the institution itself into disrepute.

The rye crop of France is officially estimated at 49,340,000 bus.; compared with a 10-year average of 63,252,000.

When the stranded steamer Craig recently was towed into dry dock at Detroit thousands of carp followed, attracted by the smell of the decaying cargo. When the dock was pumped out 2 tons of the German fish were found. Take along a rotten ear of corn for bait when you go fishing for German carp.

Grain Trade News

CANADA.

Holmfild, Man.—The Winnipeg Eltr. Co. has painted its eltr.

Wapella, Assa.—The Crown Grain Co. has built a 40,000-bu. eltr.

Whitewood, Assa.—Jas. Sanders has installed a new cleaner and dump.

Qu'Appelle, Assa.—The Ogilvie Milling Co. will build an eltr. at this station.

Minnedosa, Man.—The new eltr. for the Ogilvie Milling Co. is nearly completed.

Foxwarren, Man.—The 35,000-bu. eltr. for the Imperial Eltr. Co. is nearly completed.

St. Boniface, Man.—A linseed oil mill and eltr. will be built at this point by St. Paul parties.

Whitewood, Assa.—Jas. Sanders has built a 30,000-bu. eltr. at Percival station on the C. P. Ry.

Winkler, Man.—The Northern Eltr. Co. will build new foundations under the 2 eltrs. at this station.

Hartney, Man.—The eltr. of the Farmers' Eltr. Co. has been completed and is ready for the machinery.

Starbuck, Man.—Taylor & Co., of Carman, have just completed a 30,000-bu. eltr. at this point on the C. P. Ry.

Minnedosa, Man.—The Minnedosa Milling Co., incorporated, \$25,000 capital, to do a milling business, build and operate eltrs.

Minnedosa, Man.—The Dominion Eltr. Co. will improve its plant, increasing the storage facilities, and will install a gasoline engine.

Quebec, Que.—The floating eltr. of the St. Lawrence & Great Lakes Transportation Co. burned recently. The company will rebuild at once.

Austin, Man.—Rogers Bros., of MacGregor, have completed a 30,000-bu. eltr. at this point. A gasoline engine and wagon dump have been installed.

Fort William, Ont.—One of the workmen employed by the Macdonald Engineering Co. on the steel tank eltr. was fatally injured Aug. 7 by a fall of 50 feet into 1 of the pockets.

Minnedosa, Man.—The Ogilvie Milling Co. is building an eltr. at Fallowby siding on the C. N. Ry. and intend erecting another at Riverdale station on the Rapid City branch of the C. P. Ry.

St. Jean, Man.—The eltr. of the Northwestern Eltr. Co. will be opened about Sept. 1 with Mr. Parent as buyer. The eltr. of the Dominion Eltr. Co. will also be opened before that date with W. Maher as buyer.

Ottawa, Ont.—Mr. Boyd has introduced a bill in the house directing the grain commissioner to telegraph the market price of wheat daily at 9 a. m. and 12 noon, to all railway agents, to be posted on a public blackboard.

Winnipeg, Man.—The first new wheat was received Aug. 11 by the Lake of the Woods Milling Co. It was graded No. 1 Northern by David Horn, grain inspector, but it is expected that when it is fully ripened and dry will class as No. 1 hard.

The harvest is fully 10 days earlier than last year and the sample is just as good as the first of 1902.

Fort William, Ont.—The Flavell Co., of Lindsay, has agreed to build an eltr. of about 500,000-bu. capacity and a 2,000-barrel mill before January, 1906, if the town will grant a free site on the river front, tax free for 10 years, and endeavor to furnish electrical power at \$15 per h. p. for the use of the company; the Flavell Co. to forfeit \$25,000 if the plant is not completed at the stated time and the land to revert back to the town.

Montreal, Que., Aug. 17.—The grading of Canadian export grain was severely criticised by British importers present at the Congress of Chambers of Commerce of the Empire. J. H. Mullins, of Cardiff, said it had been seriously considered whether Montreal certificates should not be taken out of the London contracts. Such a thing would interfere seriously with the trade of Montreal and all Canada. He himself had received as No. 2 grain that could not have been graded No. 2 in the United States. It contained something like 20 to 30 per cent of damaged grain.

Winnipeg, Man., Aug. 8.—Crop conditions have improved. Harvesting is about general in the southern part of Manitoba. The only danger to crops in our west now is frost and there is not much danger from frost as long as we have it a little showery as we have had it lately. This season is about average for earliness. Early shipments will greatly increase as the country gets more people and more railroads. All Canadians should hold up both hands for the early completion of the Canadian Northern and Grand Trunk Pacific railroads. The bulk of the western grain will soon go west and on to far away China, Japan and Australia. During the last few years the Americans have done an immense trade in grain and flour with these countries, and Canadians are just beginning to get a taste of this trade. We have placed over 20 cars of flour during the last month that went west to the far east. In a few years there will be large terminal grain eltrs. at Vancouver, Port Simpson and Hudson's Bay.—Campbell, McLean & Co.

CHICAGO.

The proposition to create a sinking fund to retire memberships has 400 signatures.

The compromise committee has recommended that the advanced rates for sampling be adopted.

Santa Fe Eltr. A, at 27th St. and the drainage canal, was damaged by fire Aug. 12, causing a loss of \$250.

The steamer Mauch Chunk loaded one of the biggest cargoes of wheat ever shipped from Chicago Aug. 8, 335,000 bus., at the Illinois Central Eltr.

Western Grain & Commission Co., incorporated, \$10,000 capital, to do a commission and brokerage business. Incorporators, A. M. Johnson, A. B. Greenfield and J. Z. Klenha.

Suit has been filed against Geo. T. Sullivan in the Superior Court Aug. 10 by

J. F. Fiske, of Leeds, S. D., to recover \$1,000 said to be due on a contract in which the defendant agreed to buy grain.

The cleaning eltr. at Grand Crossing owned by Frank G. Ely burned Aug. 18 with a quantity of grain. Loss, \$60,000, insurance, \$40,000. Mr. Ely is installing machinery in the plant that he recently purchased.

A still larger car load of wheat has been received by Fyfe, Manson & Co. since the one reported in the Aug. 10th issue. This is P. R. R. car 67,552, from C. H. Wood, Blodgett, Ill., and contained 107,260 pounds, valued at \$1,373.90.

The suit against Geo. T. Sullivan for the recovery of \$150 was dismissed Aug. 19 by Justice Martin. It was claimed that he had converted the money to his own use after admitting that the investment had been profitable, but the victim was unable to prove the margin had been paid to Sullivan as an individual.

John J. Bryant & Co. have leased the eltrs. operated by the Chicago Railway Terminal Eltr. Co. and will operate them in connection with the Iowa Eltr. which they leased about six months ago. The eltrs. are the Galena, City and Union and have a capacity, combined, of 2,000,000 bus. Mr. Bryant will incorporate the new company as Bryant & Co. with \$500,000 capital.

Seth Catlin, one of the official samplers, has been suspended for one day by the directors of the Board of Trade, for refusing to pass a lot of grain as good enough to fill a contract his clients, Milmine, Bodman & Co., had bot of John J. Bryant & Co., after the arbitration committee had passed it as up to the grade named. This test case establishes the principle that the seller has protection against a perhaps too critical sampler.

COLORADO

Rocky Ford, Colo.—G. W. Swink has bot the business of the Rocky Ford Mill & Eltr. Co.

ILLINOIS.

Harmon, Ill.—The Atlas Eltr. Co. has completed its office.

Harmon, Ill.—Hettenger & Purcell are building a 30,000-bu. eltr.

Symerton, Ill.—Walsh & Brassel have bot the eltr. of Wm. Godell.

Clifton, Ill.—T. N. Langan is building a 12,000-bu. eltr. on his farm.

Dewey, Ill.—Mrs. H. Behrens is building a \$2,000 eltr. on her farm.

Fairbury, Ill.—F. L. Churchill will install a 55-h. p. electric motor.

Papineau, Ill.—R. F. Cummings has installed a 4-ton Fairbanks scale.

Elliott, Ill.—N. S. Richardson has succeeded Richardson & Cooper.

Strawn, Ill.—The contract will be let Aug. 30 for the erection of the farmers' eltr.

Warrenton, Ill.—I am well pleased with the Grain Dealers Journal.—Carl G. Wieland.

Reddick, Ill.—Bartlett, Frazier & Carrington have bot the eltr. of M. F. Reilly & Co.

Manito, Ill.—The McDonald Grain Co. of Green Valley, will build an eltr. at this station.

Cairo, Ill.—The Board of Trade has adopted the inspection rules of the Illinois State Department and the National Hay Asso. J. B. Gillespie will continue as

chief inspector. New deputies have been appointed.

Reddick, Ill.—Bartlett, Frazier & Carrington will build a 15,000-bu. addition to their eltr.

Potomac, Ill.—John C. Koehn has installed new machinery and painted his office and eltr.

Cerro Gordo, Ill.—We find it a difficult matter to do without the Journal.—J. M. Shively & Co.

Farmer City, Ill.—Bartlett, Frazier & Carrington have bot the second eltr. of J. H. Williams.

Dakota, Ill.—Graham Bros. have leased the farmers' eltr. for the coming year and will buy grain.

Mokena, Ill.—W. H. Beckstein is putting a new roof on his eltr. and improving the driveway.

Champaign, Ill.—A. D. Derrough & Son have bot a feed and coal business and will build a \$10,000 eltr.

German Valley, Ill.—O. J. Reints has bot the eltr. of A. H. Wieman, who will remove to Freeport.

St. Francisville, Ill.—The Horner Eltr. & Mill Co., Lawrenceville, is remodeling its eltr. at this point.

Moon Sta., Reading P. O., Ill.—John Bowlin, formerly of Munster, has succeeded Harvey Defenbaugh.

Deer Creek, Ill.—The Farmers' Grain, Live Stock & Coal Asso. has increased its capital from \$3,000 to \$6,000.

Warrenton, Ill.—Carl G. Wieland owns the eltr. at this point but buys grain for C. M. Paxton, of Kansas, Ill.

Hanna City, Ill.—Rindfleisch & Holt have installed a car loader in the eltr. they recently bot of J. M. Lambley.

Green Valley, Ill.—The Barker Eltr. Co. has elected Ralph Allen pres. and A. Fisher, treas. Homer Price will buy grain.

Preemption, Ill.—The eltr. at this station is owned and operated by M. J. Mertryman, of New Windsor, instead of R. L. Carver.

De Land, Ill.—We think no dealer can afford to be without the Journal. We prize it very highly.—J. N. Rodman & Co., by S. C. R.

Washington, Ill.—The addition to the eltr. of Ellis & Wagner has been completed. It is 20 x 40 x 28 feet with three bins for oats.

Hildreth, Ill., Aug. 14.—Condition of the corn crop is pretty good at present. Oats average about 35 bus. per acre.—H. L. Reed, agt.

Sidney, Ill.—Sidney Farmers' Eltr. Co. incorporated, \$4,000 capital. Incorporators, J. W. Bockock, J. M. Johnston and Luther Fisher.

Red Oak, Ill.—Oscar Elsesser has succeeded Ben Williams as agent for the B. P. Hill Grain Co., which has succeeded C. S. Hill & Son.

Champaign, Ill.—A. D. Derrough & Son have bot a feed and coal business and will build an eltr. that will cost \$10,000, and a feed and meal mill.

Morton, Ill.—The Farmers' Grain & Live Stock Co. incorporated, \$3,000 capital. Incorporators, Amos Berky, I. Metzler and M. M. Robinson.

Lomax, Ill., Aug. 10.—Wheat 10 to 12 bus. per acre. Oats, 15 to 25 bus.; test 21 to 25 pounds. Corn prospects for two-thirds of a crop.—E. Harvey.

Waukegan, Ill.—The local plant of the Corn Products Co. is again in operation

after extensive repairs. It now has a capacity of 20,000 bus. of corn per day.

Hanna City, Ill.—J. B. Coyner & Son, who sold their lumber and other business at Hanna City to J. W. Mackemer, will continue their grain business at Middlegrove.

Lincoln, Ill.—Spellman & Spitly are building a dust house in connection with their mill and the capacity of the eltr. will be increased by two bins, holding 1,500 bus. each.

Murdoch, Ill.—The National Eltr. Co. incorporated, under the laws of Indiana, \$50,000 capital. Incorporators, J. H. Bowen, Robert A. E. Hastings and Fred W. Coleman.

McCowan, Ill., Newman P. O.—O. V. Myers & Co. are out of the grain business now that F. M. Murphy & Co., whose eltr. they were operating, have sold the house to the National Eltr. Co.

Lebanon, Ill., Aug. 17.—Present prospects indicate a good average corn crop. Wheat threshing is completed; the yield will average about 12 bus. per acre, about half of last year's yield, but the quality is better.—Pfeffer Milling Co.

Birkbeck, Ill., Aug. 15.—Threshing about completed here. Oats are making light yield, from 11 to 35 bus., with average of about 25 bus. Grain is light, testing about 25 pounds but fine in color. Corn about two to three weeks late, but with a late fall will be two-thirds of a normal crop.—F. C. Shepherd.

Urbana, Ill.—At the joint meeting of the Illinois Seed Corn Breeders Asso. and the agricultural committee of the Illinois state world's fair commission the former asked for 2,500 feet of space, while the committee was prepared to offer only 100. Pres. Coolidge, of the Breeders, declares no exhibit will be made unless adequate space is granted.

Fisher, Ill.—The new eltr. for F. L. Warner will be 26 x 24 x 83 feet, with a capacity of about 35,000 bus. It will be equipped with a hopper scale, of 640 bu. capacity, Marseilles cleaner having a capacity of 700 bus. and two stands of eltrs. with cups 6 x 12 inches which will carry grain to the top, where it can be distributed into any bin. A passenger eltr. will also be installed.

Papineau, Ill., Aug. 10.—About half of the oats threshed, giving about 6 to 25 bus. per acre; do not average, in the township, over 18 bus.; very light, weighing from 18 to 25 pounds. Farmers not selling; want 35 to 40 cents. Corn will be about one-half to five-eighths of a crop if frost does not come too early. Land has gone down from \$5 to \$20 per acre, owing to poor crop.—W. A. Rosenberger, with R. F. Cummings.

INDIANA.

Yeddo, Ind.—E. M. Small has filed a petition for bankruptcy.

Frankfort, Ind.—Wm. T. McBride intends building an eltr. on the Monon.

Hagerstown, Ind.—Geo. W. Dick died suddenly Aug. 13 of apoplexy, aged 68.

Logansport, Ind.—John M. Enyart has bot a half interest in the business of W. E. Hurd.

Royal Center, Ind.—The Royal Center Grain Co., whose eltr. was burned, has quit business.

Frankfort, Ind.—The Mollett Grain Co. incorporated under the laws of Maine, \$35,000 capital.

McCool, Ind., Aug. 21.—Only one-half crop oats in this locality. Corn, with good

weather from now on, will be an average yield.—L. H. Robbins.

Kempton, Ind.—The cob house connected with the eltr. of M. J. Lee & Son burned Aug. 5, causing a small loss.

Ft. Ritner, Ind., Aug. 13.—Wheat crop short about 50 per cent; corn, 80 per cent from prospect now; oats 50 per cent no good.—W. A. Holland.

Wheatland, Ind.—The contract for the machinery to be installed in the eltr. of Allen & Welton, after the repairs are completed, has been let to A. H. Richner.

Ft. Wayne, Ind.—A final joint meeting of the Eastern Indiana and the North-western Ohio Grain Dealers Assos. was held to wind up the finances of the old asso.

Logansport, Ind., Aug. 21.—Wheat about 12 bus. to the acre; splendid 60-pound wheat. Oats from 15 to 30 bus., weight 20 to 26 pounds. Corn two or three weeks late and short.—W. E. Hurd.

Monon, Ind.—Geo. L. Catlin, operating and managing the eltr. owned by Robert Scott, of Indianapolis, was robbed of \$95 in currency and drafts by pickpockets Aug. 16 while waiting at the depot for an excursion train.

Indianapolis, Ind.—Eltr. A of the Indianapolis Eltr. Co. was struck by lightning Aug. 4, but little damage was done except the tearing of a three-foot hole in the roof. Over 300,000 bus. of wheat was stored in the building at the time.

Ridgeville, Ind.—The eltr. operated by Hinshaw & McNeese, Winchester, at Randolph station, three miles east of this station, burned Aug. 8. Loss, \$2,600, no insurance on the eltr. Sparks from a passing engine are supposed to have caused the fire.

Indianapolis, Ind., Aug. 17.—Threshing wheat and oats in north section continues, no improvement in yield; corn greatly improved; but with most favorable weather balance of season full crop is not expected. All growing crops need warm rains.—Government Report.

Kokomo, Ind.—The annual meeting of the Central Indiana Division of the Indiana Grain Dealers Asso. was held here Aug. 14, about 25 being present. The division officers elected for the ensuing year were Chairman, J. C. Hite, Peru; Secy., A. F. Files, Muncie; Treas., Tom A. Morrison, Kokomo. Advisory Committee: O. J. Thompson, Kokomo, representing the Clover Leaf; Geo. C. Wood, Windfall, representing the Panhandle; I. A. Adams, Bunkerhill, representing L. E. & W. R. R., together with the chairman representing the Wabash. Local chairmen for each county were selected as follows: J. M. Coucher, Miami; H. Uhl, Cass; F. B. Fox, Tipton; F. C. Davis, Grant; C. M. Barlow, Howard; W. A. Edward, Wabash. A few local grievances were adjusted satisfactorily. The division has good work to its credit and starts the new year in prime condition for another successful year.

INDIANA LETTER.

Jonesboro, Ind.—M. B. McFeely & Co. have sold their mill.

Aurora, Ind.—A. M. Smiley is no longer connected with the grain business.

Ingalls, Ind.—Randall Bros. are in the lumber business and have no facilities for handling grain.

Tilden, Ind.—Free & Mitchell, listed at this station, are not in the grain business and there is no eltr. at this point.

Westport, Ind.—Shafer & Shafer have succeeded Geo. W. Moor, who retains his

business at Letts, and is a member of the Indiana Grain Dealers' Asso. at that point.

Chatterton, Ind.—J. W. Thomason has bot the interest of his partner, A. Colvert, in the Chatterton Grain Co., and hereafter all business will be done under his name at Chatterton, instead of thru Mr. Colvert at Attica, as heretofore.

H. A. Colvert, J. E. Ragsdale, D. H. Taylor, of Washington, Ind., and E. W. Mathews, of Montgomery, greatly annoy the regular dealers at those points and the surrounding towns by occasionally shipping grain, and are reported to be receiving bids from commission firms altho they have no facilities whatever, and are not entitled to bids. They are "scoop shovelers" pure and simple.—N. M. P.

IOWA.

Fairmount, Ia.—A. J. Porter has built an eltr.

Farson Sta., Ia.—The Neola Eltr. Co. is erecting an eltr.

Wilton, Ia.—M. C. Ott has installed a feed grinder in his eltr.

Shipley, Ia.—The Diamond Grain Co. has built a coal shed near its eltr.

Titonka, Ia.—W. H. Percy is the mgr. of the eltr. of the Clinton Grain Co.

Haskins Sta., Washington P. O., Ia.—The Neola Eltr. Co. will erect an eltr.

Mingo, Ia.—Fred Loerch has succeeded W. C. Earhart as agt. for Bowen & Regul.

Silver City, Ia.—Webster Mains will install an 8-h. p. gasoline engine in his eltr.

Chatsworth, Ia.—D. K. Bennett will buy grain at this station for the Reliance Eltr. Co.

Wallingford, Ia.—The Federal Eltr. Co. has bot the eltr. from the Brooks-Griffiths Co.

Gilman, Ia.—Enclosed find draft for \$2 for the Journal for two years.—Willson & Jacobson.

Kelley, Ia.—The Newton & Northwestern Ry. contemplates the erection of an eltr. this season.

Thornton, Ia.—Mr. Barlow has leased the eltr. of the Thornton Grain Co., F. R. Hopley is buyer.

Titonka, Ia.—A. B. Davis has succeeded E. M. Hartz as mgr. of the eltr. for the Way-Johnson-Lee Co.

Dalton, Ia.—Enclosed please find \$2 for the Grain Dealers Journal for two years.—Carey G. Williams.

Ridgeway, Ia.—The Farmers' Grain & Stock Co. incorporated, \$10,00 capital. Incorporators, O. J. Linde and others.

Jefferson, Ia.—E. S. Blaisdell, traveling auditor for the Neola Eltr. Co., has removed his headquarters from Des Moines to this point.

Elberon Junction, Ia.—Chas. Welik has resigned his position at Duncan and will act as mgr. for Nye-Schneider-Fowler Co. at this station.

Rake, Ia.—Mr. Larson, formerly mgr. of the eltr. for the Northwestern Eltr. Co. last year, has succeeded C. S. Sabin as mgr. for the Clinton Grain Co.

Lake Park, Ia.—L. Stoltenberg has sold his interest in the Theo. Sindt Grain Co. to other members of the company, which will continue under the old name.

Whittemore, Ia.—Otto Wernli, of Le Mars, will buy for Scott Logan, Sheldon, at this station. Mr. Wernli was formerly with the Cargill Eltr. Co. in North Dakota.

Garner, Ia.—The Reliance Eltr. Co. is building a line of eltrs. on the I. & D. division of the C., M. & St. P. Ry. between Garner, Ia., and Chamberlain, S. D.

Richards, Ia.—G. DeVries, who has been mgr. at this station for the Western Eltr. Co. for two years, has gone to Alta, where he has a position with the same company.

Cedar Rapids, Ia.—H. Wetzel & Co., who have leased the steel storage of T. G. White, will make bids on all kinds of grain by the carload and will sell to bidders and receivers.

Charles City, Ia.—O. O. Helgen, of Ruthven, has bot the eltrs. of T. J. Ryan at Charles City and Carville. Mr. Helgen will remodel the two houses and install his sons in charge.

Irwin, Ia.—Southall & Son are building an eltr. which will be 24 x 26 x 60 feet. A 12-h. p. gasoline engine will be installed. When the new building is completed the old eltr. will be torn down.

Des Moines, Ia.—C. D. Sturtevant has succeeded J. M. Brown in charge of the Des Moines offices of the Chicago Grain & Eltr. Co., instead of Ben Coon, as reported in the last issue of the Journal.

Kelley, Ia., Aug. 18.—Corn is very late and half a crop will be considered well for this section. Oats light and crop about one-third short; many oats were colored by heavy rains after cutting.—L. W. Johnston.

Dysart, Ia.—The Dysart Eltr. Co. incorporated, \$12,000 capital, and will succeed Oscar Casey. The officers of the new company are Geo. Lammers, Pres.; J. T. Bell, Vice Pres.; Frank Kuehl, Secy. and Treas.

Thor, Ia., Aug. 10.—Small grain is all cut; oats yielding 25 to 40 bus. per acre, testing from 24 to 29 pounds, good color. Corn is making good headway; will have one-half to two-thirds crop.—R. S. Thompson, mgr. W. A. Bryant & Sons Co.

Des Moines, Ia., Aug. 17.—Week unseasonably cold, cloudy, and moist; stacking and threshing retarded and some oats damaged in shock; corn has made some progress, but there is urgent need of warm, dry weather for normal development of early and late planted fields.—Government Report.

Joice, Ia., Aug. 17.—Corn is about three weeks late. Oats about one-half crop, average about 30 bus. per acre and of light weight. Very little wheat, and barley is nothing better than for feed. Very little flax on account of it being too wet in the spring. Crops in general will be very light.—J. H. Schuler, agt. Nye-Schneider-Fowler Co.

Des Moines, Ia.—The official crop report of Geo. A. Wells, Secy. of the Iowa Grain Dealers' Asso., for Aug. 1, gives 13 per cent as the average of the corn crop which will be matured by Sept. 1; 37 per cent by Sept. 15, and 75 per cent by Oct. 1, thus leaving 25 per cent of the crop which will be abandoned on Oct. 1 if a killing frost should occur at that time.

KANSAS.

Great Bend, Kan.—The Rock Milling & Eltr. Co. incorporated, \$75,000 capital.

Smolan, Kan.—The Thorstenberg Grain Co., of Lindsborg, is building an eltr. at this station.

Phillipsburg, Kan.—The Phillipsburg Mill & Eltr. Co. will build a 20-foot addi-

tion to the mill to be used for eltr. and storage purposes.

Quenemo, Kan.—John Charlesworth has bot eltrs. at Richland, Vassar, Michigan Valley and Quenemo, with headquarters at this point.

Neglect of the Kansas legislature to appropriate salaries for the new state grain commissioners will compel the members of the present board to work without pay.

Macksville, Kan.—The Farmers' Co-operative Asso. has enlarged and improved the engine room and installed an 8-h. p. gasoline engine. Jas. O'Neil is mgr.

When a railroad has the amazing impudence to dictate to the shipper to whom he shall sell his wheat it is time for the Kansas legislature to copy the regulations regarding car service adopted by Virginia.

Topeka, Kan., Aug. 17.—Corn fine, early about made in south, late tasseling and silking; threshing, haying, and plowing progressing in the west, but stopped by rains in central and east portions; much damage to wheat and oats in stack and shock by dampness.—Government Report.

Topeka, Kan., Aug. 13.—The total winter wheat area this year is 5,911,081 acres, and the yield for the entire area sown will average slightly more than 15.2 bus. per acre, or a total for the state of 90,270,000 bus. This year's total production is greater by 66 per cent., or 35,946,200 bus., than that of 1902, and surpasses even the 1901 yield of 90,045,514 bus., making the bulkiest crop in Kansas' history. The larger yields this year are being produced by the more westerly counties, and especially in the northwest quarter of the state, as well as by many of the so-called wheat belt counties. The grain has been saved in good condition, and its quality is unanimously pronounced medium to extra good, even where average yields seem lowest—the whole crop being merchantable for milling. Late rains temporarily interrupted threshing, but have put the ground in the best condition for fall plowing. This year's total area of corn is 6,521,193 acres, or less than the 1902 area by about 470,000 acres, or 6.7 per cent, and the general average condition for the state's entire area is 70. Counties reporting increases in their corn areas virtually are all east of a line drawn southeast from the west boundary of Smith to Chautauqua county, and may suggest that the desire recently manifest in parts of this section to sow wheat is somewhat abating and that many of the countries in the properly corn territory are again assuming more nearly normal corn areas. Early corn is safely advanced and that planted later is rapidly responding to the now favoring conditions—a large proportion promising well. Conditions on all plantings in the flooded districts average 66, and the consensus of correspondents' reports in such territory rate the prospect for a good crop as "medium." The quantity of old corn found by assessors in farmers' hands March 1 was 45,679,264 bus., against 7,724,942 in 1902; wheat on hand 4,686,473 bus.; on hand last year 9,664,595 bus.—F. D. Coburn, Secy. Kansas Board of Agriculture.

KENTUCKY

Covington, Ky.—Henry Heile & Sons, of Cincinnati, O., estimate their fire loss at \$45,000.

Louisville, Ky.—The Kentucky Public Eltr. has been repaired, the machinery overhauled and new equipment installed.

The railroads centering in Louisville are planning to build a large public eltr. and warehouse.

Henderson, Ky.—The Farless Milling Co. is building two steel eltrs. each having a capacity of 50,000 bus. The floors will be of brick covered with concrete and no wood will be used, making them practically fireproof.

Frankfort, Ky., Aug. 19.—The acreage of corn on Aug. 1 was 94 per cent of the acreage on the same date of 1902, while on July 1 it was 93 per cent of the acreage on the corresponding date of last year; the condition Aug. 1 was 78 per cent, the same as on July 1. The quality of wheat Aug. 1 was 76 per cent, and 61 per cent of a full crop, compared with 68 per cent of a full crop on July 1. Oats were 73 per cent of a full crop on August 1; barley, 79, and rye, 70; compared with oats, 73 per cent; barley, 87, and rye 73 per cent on July 1. The acreage prospect for hemp on Aug. 1 was 88 compared with the prospects on the corresponding date of 1902; while the prospect on July 1 was 90 per cent, compared with the corresponding date of last year; the condition Aug. 1 was 66 compared with 78 July 1.—I. B. Nall, commissioner of agriculture.

MARYLAND

Baltimore, Md., Aug. 20.—While the export demand for wheat from the seaboard is exceedingly dull, yet we are glad to say that we have sold this week a cargo of 15,000 quarters, about 120,000 bus., of No. 2 red winter wheat, to go to a European port. Charters of steamers to load full cargoes of grain are rather rare, as this is the first steamer that has been chartered to load a full cargo of grain from this port since last April.—E. O. Boyd & Co.

Baltimore, Md.—A meeting of all members of the Chamber of Commerce interested in the grain trade has been called to prevent the diversion of the export trade to Canadian ports. Data will be collected to demonstrate to the railroads the necessity of their reducing their rates on western grain to compete with the Canadian water route from the Great Lakes to Montreal. Since 1899 the rail rate from Lake Erie ports to the Atlantic seaboard has been raised from 2¼ to 5 cents at present, while the rate from Chicago to Montreal now is lower than ever before. This season the Dominion government removed the canal tolls, and the enlargement of the St. Lawrence canals is permitting boats to carry 80,000-bu. cargoes thru from Chicago to Montreal without breaking bulk. Baltimore grain men feel that something must be done if the railroads are to retain the export trade.

Baltimore, Md.—Claims against railroads for delay in handling corn are being presented to the transportation committee of the Chamber of Commerce, composed of Geo. T. Gambrell, Chas. C. Macgill and Thos. Leishear. The claims aggregate about \$100,000, and most of them are against the Pennsylvania Railroad and the Central Eltr. Co. Mr. Gambrell says: "The railroads received corn in the west for shipment to Baltimore and then sidetracked it along the route somewhere, and held some as long as four months. As the corn was damp when loaded, it heated, and when it reached here it was almost worthless. This meant large losses for the exporters and western shippers. There were instances of corn arriving at the Canton Eltr. and grading as mixed corn, but it was left on the track because of lack of storage facilities in the eltr. until it rotted, was rejected and sold as low as 5

cents a bu. The Baltimore & Ohio Railroad was very fair, having offered to take care of the corn at its Locust Point eltrs. if it was sent over. The Pennsylvania Railroad would not let it go, because of the loss of eltr. charges. The grain men interested were not responsible for the serious delays in handling the corn, and they are entitled to be reimbursed for their losses. If the railroad and eltr. companies refuse to settle we will take the claims into court as a last resort."

MICHIGAN.

Hartford, Mich.—Edw. Finley has succeeded H. M. Olney & Co.

Bad Axe, Mich.—The Bad Axe Grain Co. incorporated, \$20,000 capital.

Bad Axe, Mich.—Wm. F. Engel will install an improved Hall Distributor.

Owosso, Mich.—H. N. Ainsworth is building a \$18,000 eltr. and hay barn.

Jackson, Mich.—S. M. Isbell & Co. are rebuilding their eltr. which burned some time ago.

Romulus, Mich.—John D. McLauren & Co., of Plymouth, are building an eltr. at this point.

Portland, Mich.—E. D. Ashley & Son, of Grand Ledge, have bot a site and will build an eltr.

Hartford, Mich.—Samuel Martindale, of McDonald, has bot a half interest in the eltr. of Frank Overton.

Big Rapids, Mich.—C. Murphy is building a 10,000-bu. eltr. in which he has installed a 6-h. p. gasoline engine.

Chesaning, Mich.—The Chesaning Grain Co. has leased and will operate the eltrs. of W. A. Freeland & Co. and W. L. Ireland. Mr. Ireland will be general mgr.

Bad Axe, Mich., Aug. 21.—New grain, such as wheat, oats and peas, being slowly marketed; extra mill quality of wheat, light weight oats and good to medium grade of peas.—O. W. Leoffler.

Eaton Rapids, Mich.—Strong & Mix have bot the grain business of W. Vaughan & Son and will operate the M. C. Eltr. in connection with the L. S. & M. S. Eltr. which is leased by them.

Owosso, Mich.—W. H. Axford & Hankins Bros. have formed a partnership and will handle grain and hay. The firm will build a hay barn and use the Brooks Eltr. for grain. Hankins Bros. have eltrs. at Bannister and Elsie, H. J. Haskins having charge.

Hunters Creek, Mich.—The old eltr. owned by Ward & Arthur Clark burned recently. A large quantity of wheat that had been stored in the house had been marketed a few days before the fire and several bus. of beans was the only contents. No insurance.

Grand Rapids, Mich., Aug. 17.—Cool, moderately dry weather forwarded completion of oat harvest and field work, but checked growth of vegetation, especially corn, which is backward; beans, late potatoes, and buckwheat fairly promising; plowing advancing rapidly and rye seeding begun.—Government Report.

MINNEAPOLIS

Several cars of wheat were sold Aug. 14 at around \$1 per bu.

The Truesdell Eltr. Co. has changed its name to the Truesdell Grain Co.

The Northwestern Eltr. Co. has increased its capital from \$750,000 to \$1,250,000.

The little son of J. L. McCaul, 8 years of age, died Aug. 20 of peritonitis.

When navigation closes the Washburn-Crosby Co. expects to resume grinding Canadian wheat in bond.

Minneapolis has recently had the honor of leading all American grain markets in setting the price of the speculative options.

The large Minneapolis flour mills are said to be shorter on wheat than at any time in their history and thru inability to get wheat several mills have been closed and more will probably follow.

Mrs. Mary Peavey, widow of the late Frank H. Peavey, died Aug. 15. Mrs. Peavey is survived by two daughters and a son, Geo. W. Peavey, who with the two sons-in-law, are the active heads of F. H. Peavey & Co.

I have returned, Aug. 20, from an extended trip thru North and South Dakota and from St. Cloud, Minn., having found crops in such a spotted condition I left the reporting to the so-called experts, to estimate.—T. G. B.

Whallon & Co. have consolidated their eltr. line with the Columbia Eltr. Co., continuing under the latter name. The new company will have eltrs. in South Dakota at Frederick, Westport, Warner, Mellette, Ashton, Tulare, Pierpont, Langford and Spain.

In his testimony before the board of equalization, to procure a reduction of the assessment of the Independent Grain & Stock Exchange, Secy. Albert Dallenmeyer divulged that the so-called exchange has five members, each of whom has made a deposit of \$500.

The Chamber of Commerce has made a voluminous reply to the defense of the Independent Grain Exchange, showing the falsity of the allegations set up by the illegitimate concern. The Chamber states it is willing to make the quotations public where the figures are not to be used for gambling and to the injury of legitimate business.

P. B. Smith, of the St. Anthony & Dakota Eltr. Co., who was one of the party of grain men and millers who made the recent trip thru Minnesota and eastern North Dakota, reports the wheat crop as hard to estimate but believes that it will be more than is generally expected or indicated. Near Pembina and along the Cavalier line the crops are fine and some fields will yield as high as 30 bus., while the average he considers will be from 15 to 18 bus. per acre.

MINNESOTA.

Olivia, Minn.—Chas. Johnson has succeeded Burgman Bros.

Dover, Minn.—G. C. Stevenson & Co. will rebuild their eltr. at once.

Wanamingo, Minn.—R. O. Lund, of Zumbrota, will open his eltr. soon.

Albert Lea, Minn.—G. A. Swan has built coal sheds at Albert Lea and Alden.

Walters, Minn.—G. A. Swan has built a flour and feed house.—Carl Doerr, agt.

Fosston, Minn.—L. T. Larson has leased the eltr. of the Fosston Farmers' Eltr. Co.

Breckenridge, Minn.—Chas. Hunkins has resigned his position as buyer for Andrews & Gage.

Albany, Minn.—Geo. M. Schafer has put a new roof on his eltr. and installed a dump scale.

Duluth, Minn.—Ball Eltr. Co. incorporated, \$100,000 capital. Incorporators,

John H. Ball, Robert Dunn and H. R. Spencer.

Wadena, Minn.—Geo. Green has resigned his position as buyer for the Interstate Grain Co.

Huntley, Minn.—The Canton Grain Co., of Canton, S. D., has bot the eltr. of the S. Y. Hyde Eltr. Co.

Amboy, Minn.—The St. John Grain Co. has bot the eltr. of T. A. Thorstein. Alex. Thompson will be the buyer.

Clearwater, Minn.—C. W. Sidman has bot the eltr. formerly owned by the Minnesota & Dakota Eltr. Co.

Marshall, Minn.—John F. DeKiere, of Burchard, has succeeded J. E. Helms as agt. for the Western Eltr. Co.

Kennedy, Minn.—The Federal Eltr. Co. is repairing the eltr. which it purchased from the Independent Eltr. Co.

Monticello, Minn.—C. W. Sidman has purchased the eltr. formerly operated by the Minnesota & Dakota Eltr. Co.

Winnipeg City, Minn.—P. A. McGregor has bot the eltr. of G. W. Murfin, who has removed to Minneapolis.

Faribault, Minn.—The Farmers' Eltr. Co. has installed a 10-h. p. electric motor to take the place of the gasoline engine.

Granada, Minn.—The Canton Grain Co., of Canton, S. D., has bot the eltr. of the S. Y. Hyde Eltr. Co. Harvey Grisman will have charge.

Graceville, Minn.—The Northern Grain Co. has bot the eltr. of the Farmers' Eltr. Co., which has wound up its affairs after three stormy years.

Adrian, Minn.—Jas. H. Faragher has leased the eltr. of Faragher Bros. & Ulveling and will handle grain and coal. Frank Ulveling will be mgr.

Truman, Minn.—The Truman Farmers' Eltr. Co. incorporated, \$15,000 capital. Directors, L. A. Smith, John Robinson, S. A. Bursell and others.

Pipestone, Minn.—Frank Sherburne, grain buyer for the Northwestern Eltr. Co., was married recently to Miss Viola Whipkey, of Egan, S. D.

Burchard, Minn.—John F. DeKiere has given up his position as agt. for the Western Eltr. Co. at this station to go to Marshall for the same company.

Wheaton, Minn.—E. H. Fuller, formerly grain buyer for the Tacoma Grain Co. at Genesee, Idaho, will buy grain for the National Eltr. Co. at this point.

Lakefield, Minn.—The Canton Grain Co., of Canton, S. D., has bot the eltr. of the S. Y. Hyde Eltr. Co. and torn it down and will build an eltr. on the site.

Park Rapids, Minn., July 22.—Present outlook for crops in this section is about two-thirds of an average yield.—A. A. Crawford, agt. Interstate Grain Co.

Duluth, Minn.—Geo. Mumford, of Two Harbors, has been appointed to succeed Ellis L. Millar as assistant registrar of the state grain department, who has resigned his position, to take effect Sept. 1.

London, Minn.—The Myrtle Grain Co. has built in a wall around the pit and under joists, the eltr. having settled during the wet weather because of not having proper footing. A No. 9 clipper will be installed.

Cleveland, Minn.—H. M. Babcock, grain dealer, has petitioned the Minnesota Railroad and Warehouse Commission to compel the Chicago, Milwaukee & St. Paul R. R. to put in a side track at the eltr. he has recently erected at Le Sueur Center on private land adjacent to the

right of way. The railroad claims the other eltrs. are sufficient to handle all the business.

Morris, Minn.—The eltrs. of the Interstate Grain Co., Eames, Lord & Co., Wells, Pearce & Co., S. Stewart and the Farmers' Eltr. Co. have been opened for the grain buying season. The firms have agreed not to open to receive grain on Sunday, an innovation for this station.

A joint meeting of the Minnesota Railroad & Warehouse Commissioners, the state board of grain appeals, the chief grain inspector and the 2 deputy inspectors, will be held Sept. 1, to adopt new rules of grading. It is proposed to describe the qualities by a definite percentage.

Amboy, Minn.—T. A. Thorstein has gone into bankruptcy with liabilities \$10,855 and assets \$3,900. McHugh, Christenson & Co., of Minneapolis, are the principal creditors, having a claim for \$2,600, secured by a chattel mortgage. A. H. Poehler, of Minneapolis, has been appointed trustee.

Luverne, Minn.—Members of the Tri-State Indemnity Asso. held a meeting at Luverne July 31 and re-elected the old officers. At the beginning of the fiscal year just closed the members paid in an amount equal to the cost of insurance in old line companies. Of this 97 per cent was returned to members, 3 per cent having been expended for office supplies.

Minneapolis, Minn., Aug. 17.—All grains cut in south but flax, which is nearly ripe; three good days in south for stacking and some shock threshing, but much wheat, oats, and barley not dry enough to thresh; damp, cloudy, and cool weather in north has delayed ripening and harvesting of wheat and oats; corn needs warm weather to mature it before frost.—Government Report.

St. Paul, Minn.—J. A. Ennis, bookkeeper, cashier and secy. of the Loftus-Hubbard Eltr. Co., is missing and an expert accountant on examination of the books has found a shortage of \$5,376. At the annual meeting of the directors, held early in July, it was thot advisable to have the books examined and on hearing of this Ennis left St. Paul and has not been seen at the office since July 26.

Duluth, Minn.—F. W. Eva, chief grain inspector, has called the attention of country shippers to the necessity of keeping "macaroni," "rice" and "goose" wheat separate from common wheat. After handling these wheats the shipper should clean eltr. pits, hoppers and sacks. Under the rules of the Minnesota department wheat containing admixture of goose or rice wheat will in no case be graded better than rejected.

Myrtle, Minn., Aug. 14.—The crops in this locality very poor. Oats which stood nice do not run over 30 bus. at the best and considerable has been left in the field, not worth cutting. Barley is dark in color and toothpick like in berry. Most of the barley will be used for feeding purposes as the yield is small. Corn in this section is way behind and unless we get warmer weather there will be but little corn.—Myrtle Grain Co.

Morris, Minn.—Auditor Monroe, of Stevens county, has refused to pay the state legislature for the seed grain furnished the farmers of the county during the season of poor crops, 1893 to 1895, claiming that the law authorizing the bonds to be paid by the county is unconstitutional in that it appropriates public money for a private purpose, and that the

state must look to the persons to whom it furnished seed for its pay.

MISSOURI.

St. Louis, Mo.—T. K. Martin, formerly with the W. L. Green Com. Co., is now with G. L. Graham & Co.

St. Louis, Mo.—John Burks, of Centuria, Mo., has been engaged by the Calumet Grain Commission Co. as hay salesman.

Kansas City, Mo.—The Burlington road has let the contract for its 1,000,000-bu. eltr. It will be operated by the Harroun Eltr. Co.

St. Louis, Mo.—E. F. Daly, formerly with G. L. Graham & Co., has been elected second vice president of the Calumet Grain Commission Co.

Kansas City, Mo.—The Santa Fe road issued a blockade order recently that it would not take any more grain for Kansas City until after Aug. 25.

Kansas City, Mo.—Israel P. Adams has filed suit against John W. Russell for an accounting in a grain commission business in which they were interested.

St. Louis, Mo.—The Delmar Grain Co. incorporated, \$10,000 capital, to do a general brokerage and commission business. Incorporators, T. J. Bradshaw, Harper C. Murphy and F. W. Gerike.

Neosho, Mo.—A small fire occurred in the eltr. of the Missouri & Kansas Grain Co. Aug. 4, caused by spontaneous combustion of coal in a bin adjoining the engine room, but was put out before any damage was done.

St. Joseph, Mo.—J. C. Gregg, of Gregg Bros., states that they have decided to rebuild the eltr. which was burned Oct. 30 last. The location and time for building has not been decided upon but will be within a short time.

St. Louis, Mo.—Who owns or controls the Brooklyn Street Eltr.? Why does not Mgr. John Dower have the weighing supervised by the Merchants' Exchange Weighing Buro? Is his employe opposed to the Buro or to the Exchange?

St. Louis, Mo.—Robert S. Graham has succeeded E. F. Daly as hay salesman for G. L. Graham & Co. John Mackey, formerly with W. B. Harrison Grain Co., and Jos. F. Kracke, of Charleston, S. C., are also associated with the firm.

St. Louis, Mo.—The proposed amendment to the rules of the Merchants Exchange permitting the delivery of hard winter wheat on contracts for future delivery at a discount of 5 cents per bu. was defeated by an overwhelming vote.

Columbia, Mo., Aug. 17.—Low temperature unfavorable for maturing corn, but continued rains have caused rapid improvement and, except in some eastern counties, the outlook is much more promising, much early corn practically made; plowing for wheat generally progressing well.—Government Report.

Kansas City, Mo.—A. L. Harroun has brot suit against the directors of the Board of Trade for an injunction restraining them from expelling him. Albert L. Schmith has been granted an injunction against the directors, and his refusal to pay for wheat bot just before the flood, but not delivered, will be arbitrated.

St. Louis, Mo.—Involuntary bankruptcy proceedings were instituted Aug. 12 against the Rialto Grain & Securities Co. by creditors because of the seizure of the furniture in the office Aug. 11 on a writ of attachment, secured by one of the cred-

itors of the firm. Later the creditors decided to accept the 50 per cent offered.

St. Peter, Mo., Aug. 15.—The early corn crop looks very promising and also part of the corn which was planted after the flood, altho a good deal of the latter was destroyed by insects on the lower lands. It has been raining in this section occasionally for a week and the plowing is progressing, the land turning like a garden. The average wheat yield was 10 bus. per acre. Oat crop short.—J. E. Marheineke.

Kansas City, Mo.—The Santa Fe road is said to have rescinded its order to local agents to refuse consignments unless shipped to Richardson & Co. The Santa Fe will permit shipments to other firms. The Santa Fe also will exchange grain cars with other roads for shipment east without requiring two cars for one, thus removing the embargo against the Missouri Pacific, Burlington, Wabash and Kansas City Southern.

NEBRASKA.

Tekamah, Neb.—Henry Roberts will build a 20,000-bu. eltr.

Malmö, Neb.—Geo. Holtorf has completed a 35,000-bu. eltr.

Gothenburg, Neb.—E. G. West has built a 3,000-bu. annex to his eltr.

Wausa, Neb.—The Farmers' Eltr. Co. will install an improved Hall Distributor.

Gibbons, Neb.—The Wells-Hord Grain Co. has bot a coal and implement business.

Blue Springs, Neb.—The Farmers' Eltr. Co. has completed the repairs on its eltr.

Wabash, Neb.—The Farmers' Eltr. Asso. has bot ope of the eltrs. of Jos. Tighe.

Grand Island, Neb.—The Wells-Hord Grain Co. has bot the eltr. of Geo. S. Clayton.

Callaway, Neb.—The Callaway Milling & Mfg. Co. will install an improved Hall Distributor.

Wood River, Neb.—The Wells-Hord Grain Co. has bot the eltr. of Geo. S. Clayton for \$6,700.

Valparaiso, Neb.—P. Townsend has succeeded Arthur McPherson as agt. for the Omaha Eltr. Co.

Elm Creek, Neb.—The Westbrook-Gibson Grain Co. will install an improved Hall Distributor in its eltr.

Fullerton, Neb.—Jos. Stoddard has accepted a position as grain buyer for the Omaha Eltr. Co. at this station.

York, Neb.—The Farmers' Eltr. Co. has leased the eltr. of the Smith Grain Co. until the company can build an eltr.

Exeter, Neb.—The Trans-Mississippi Grain Co. and W. H. Ferguson have each installed gasoline engines in their eltrs.

Laurel, Neb.—Wm. Albers, of Remsen, Ia., has accepted the position of agt. for the Terwilliger & Dwight Co., Sioux City.

Humboldt, Neb.—Cooper & Linn have overhauled their mill and eltr. and installed a new 150-h. p. boiler in their power plant.

Wausa, Neb.—The Farmers' Eltr. Co. incorporated, \$30,000 capital. Incorporators, A. H. Banks, Claus Johnson, Jos. Hall and others.

Fremont, Neb.—The annual meeting of the Nye-Schneider-Fowler Co. was held Aug. 10 at the company's office and the old officers were re-elected.

Tekamah, Neb.—V. E. Nelson, formerly mgr. of the Peavey Eltr. at Lyons, has

been secured as mgr. of the eltr. for the Farmers' Grain & Live Stock Co.

So. Omaha, Neb.—The Hobart & Trowbridge Live Stock Co. has been organized and will build eltrs. at the junction of the Burlington and M. P. Rys. south of South Omaha.

Dorchester, Neb.—The Co-operative Grain & Live Stock Co. has let the contract to P. H. Pelkey for the erection of a 15,000-bu. eltr. with a handling capacity of 1,500 bus. per hour.

Bookwalter, Neb., Aug. 17.—We are having lots of rain now. Small grain in shock in bad shape. Corn will make half a crop; wheat 12 bus.; oats 10 to 15 bus., very light.—R. W. Nelson.

Lincoln, Neb., Aug. 17.—Cool, wet week, unfavorable for best growth of corn; early fields in roasting ear stage, late fields need warmer weather; very little stacking and threshing done during week because of excessive rain; some injury to grain in shock reported from a number of southeastern counties; hay and pastures excellent; fall plowing begun in south half.—Government Report.

NEW ENGLAND.

New Britain, Conn.—The C. W. Lines Co. will build a brick eltr., 70 x 40 x 50 feet, which will cost about \$8,000.

Portland, Me.—The Portland Grain Co. has succeeded John Trefethen, with Geo. E. Trefethen mgr. John Trefethen has retired.

Fitchburg, Mass.—The J. Cushing Estate is building a 90,000-bu. eltr. in the rear of its mill. The house will be 82 x 36 x 100 feet, of heavy frame construction, covered with corrugated iron.

NEW YORK.

New York, N. Y.—Frank E. Marshall, formerly connected with the grain trade of Philadelphia, will engage in the export business.

Buffalo, N. Y.—The 250,000-bu. eltr. for the Washburn-Crosby Co. is being built by the Barnett & Record Co. The 5,000-barrel mill has been completed.

Brewster, N. Y., Aug. 17.—Probably no corn, or very little; corn fodder plenty, some silos being put up. Grass plenty and hay crop about as good as last year, but haying very late.—W. S. Paddock.

Buffalo, N. Y.—Geo. S. Hazard, a former president and well known member of the Board of Trade, died Aug. 7, aged 94. Mr. Hazard went west to Buffalo in 1847 and was connected with the grain trade of that city until 1873, having been president of the Board of Trade most of the time between 1855 and 1862.

BUFFALO LETTER.

W. J. McElroy, mgr. of the new transfer eltr. and feed mill of the Niagara Milling & Eltr. Company, has leased an office in the Chamber of Commerce and will be ready for business in a few days.

Chief Grain Inspector Shanahan is now in full control of the car-grain weighing business and it is to be hoped that there will be no further difficulty over it, as official weights are very desirable in the trade.

The Buffalo maltsters are still inactive, as they are not pleased with the state of the new crop, but will begin to buy barley soon and prepare to begin operations early in September. About the average season is looked for. There is no change in the ownership of malting property this year.

The state wheat crop is good, but the speculators are offering such low prices for it that farmers are refusing to sell as a rule, so that millers report that there is very little of it coming in. Offers for white wheat that would generally grade No. 1 have often been 10 cents lower than the same grade of western white in Buffalo market.

Commenting on the high price of May oats a dealer says that it looks as though the expectation of demand for cereal foods is in excess of any previous year. New oats are better than last year, but there is quite an amount of them that will not weigh over 26 pounds, though they sometimes look fine. The eastern market does not like this light-weight grain.

Little or no option trading is done on 'Change and it does not look much like a revival of these sales, spite of the extra effort to start them up again. Buffalo has always been a "delivery" market and it bids fair to return to that style again, all of which looks as tho the futures of the early part of the year did not turn out much cash on the average.

The eltr. interests, here, as elsewhere, are alarmed over the diversion of export grain to Montreal, which now enjoys a rate said to be 4 cents less than any American port. This, with the ocean rate the same as from New York, is sure to capture the business and it is doing it. Letters have been received here lately from grain men, some of them interested in Buffalo eltrs., asking that the trunk line roads be invited to take the matter up and see if this diversion of grain northward cannot be cut down. It is expected that something will be done soon.

The canal interests are looking up decidedly and so long as the roads permit the boatmen to charge a rate of 4½ cents on wheat to New York and advance the lumber rate to \$2.25 the canal is in clover. Already there are new boats coming out and but for the fact that the enlarged canal will need a larger boat there would be a good fleet put out as it seems that the roads, with the growing shortage of cars, already being felt at shipping centers, there seems to be an end of the old practice of the roads taking everything and starving the canal. Ryan's canal eltr. is doing about all the work it can, all of the grain necessarily going to the boats, as there is no rail connection.

The Western Eltr. Asso. took up quietly this week the problem of duty on Canadian grain, which shuts out everything from that side except such as comes in bonded for export. Campbell Shaw, who is secretary of an association that is at work on the reciprocity feature of the grain trade, was here this week and expresses a conviction that the duty will soon be thrown off or so modified that grain can be imported and consumed here. Our barley men, and especially maltsters, have long actively advocated the measure, but the farmers are so against it all that there is not much expectation here of anything being accomplished right away. Still the commercial interests are willing to work if they can obtain sufficient encouragement and support from other points of the country.—J. C.

NORTH AND SOUTH DAKOTA

Parker, S. D.—C. W. Thompson has enlarged his eltr.

Cavalier, N. D.—French & Thompson will build an eltr.

Sioux Falls, S. D.—The W. H. Stokes Milling Co. has bot the eltr. of the North-

western Eltr. Co. and will remove it to the mill site.

Salem, S. D.—The Peavey Eltr. Co. is improving its eltr.

Northwood, N. D.—The Farmers' Eltr. Co. will build an eltr.

Spencer, S. D.—John Boline is agt. for the St. John Grain Co.

Petersburg, N. D.—Oliver Knudson will build a 30,000-bu. eltr.

Platte, S. D.—M. King, of Utica, will build an eltr. at this point.

Cooperstown, N. D.—The Monarch Eltr. Co. is rebuilding its eltr.

Spencer, S. D.—H. C. Lueth has bot the eltr. of Larkin & Thompson.

Michigan, N. D.—The National Eltr. Co. will build a 25,000-bu. annex.

Wessington Springs, S. D.—The S. Y. Hyde Eltr. Co. will erect an eltr.

Tower City, N. D.—The Acme Eltr. Co. has bot land and will build an eltr.

Marion, S. D.—Geo. Dirks will buy grain for the Terwilliger & Dwight Co.

Keene, N. H.—The J. Cushing Estate is building a 3,000-bu. addition to its eltr.

Mt. Vernon, S. D.—The Reliance Eltr. Co. has bot the eltr. of the Spencer Grain Co.

Hamilton, N. D.—Jas. Henry is the buyer for the Duluth Eltr. Co. at this station.

Farmer, S. D.—C. G. Dunn has enlarged his eltr. and installed a gasoline engine.

Volga, S. D.—C. C. Dyball will have charge of the eltr. for Bingham Bros. this season.

Auburn, N. D.—Wm. W. Hostetter will equip his eltr. with an improved Hall Distributor.

Tower City, N. D.—The Dwight Mill Co., of Moorhead, Minn., will build a 25,000-bu. eltr.

Eureka, S. D.—The eltrs. of the Guhin Fuel Co. and Keim & Schauer are being overhauled.

Irene, S. D.—H. A. Olson, of De Smet, has succeeded L. C. Dahl as buyer for the Atlas Eltr. Co.

Ellendale, N. D.—The Ellendale Milling Co. has bot the eltr. of Whallon & Co. for \$1,500.

Lawton, N. D.—Tanton & Todd, of Lakota, and M. F. Swanton are building 30,000-bu. eltrs.

Clark, S. D.—Grimshaw & Anderson will equip their eltr. with an improved Hall distributor.

Inkster, N. D.—Otto Olson, of Montevideo, Minn., is agt. for the St. Anthony & Dakota Eltr. Co.

Britton, S. D.—Dougherty & Daniels are building a 16,000-bu. eltr. Jos. Daniels will have charge.

Oldham, S. D.—Larkin & Thompson, of Madison, have bot the eltr. of the McCaull-Webster Eltr. Co.

Michigan, N. D.—H. B. Bornemen, of Hallock, Minn., will take charge of the eltr. for the Peavey Eltr. Co.

Watertown, S. D.—The Kampeska Milling Co. has bot the eltr. recently bot by the W. H. Stokes Milling Co. and will remove it from its present site.

Parker, S. D.—R. E. Roantree has been admitted into the firm of F. A. Greive & Co. This firm has made the first shipment of new oats from this point, some

3,500 bus. of one man's crop which went 60 bus. per acre.

Aneta, N. D.—Lightning struck the eltr. of the St. Anthony & Dakota Eltr. Co. recently and set fire to the cupola but the fire was put out without doing much damage.

McHenry, N. D.—B. C. Phipps, formerly agt. for the Monarch Eltr. Co. at this station, will build an eltr. at Lewis station, 6 miles east of McHenry on the N. P. Ry.

McHenry, N. D., Aug. 23.—The crops in this section are not very good. Some wheat will average 25 bus. to the acre. Flax will average about 12 bus.—S. J. Patterson, agt. Monarch Eltr. Co.

Belle Fourche, S. D.—The U. S. Government is surveying the irrigation ditch to be dug from the confluence of the Redwater and Belle Fourche rivers. The ditch will be 8 feet deep, 48 ft. wide, 50 miles long, and water 225,000 acres, of which the government owns 175,000.

Bismarck, N. D., Aug. 17.—Light to heavy rains have retarded harvest somewhat, but wheat cutting general, heads small tho well filled; oats, barley, and rye nearly all harvested and some threshed; flax filling well and some early already cut; corn needs warmer weather.—Government Report.

Perth, N. D.—The new elevators of the Anchor Grain Co., at Perth and Bisbee, which were described and shown in plan in the Journal of Aug. 10, have stone foundations under the sills instead of the sill lying on the ground as stated. Continuous courses of stone were laid 12 in. thick and 30 in. wide.

Huron, S. D., Aug. 17.—Cool most of week, warm latter part; showers somewhat retarded harvesting, haying, stacking, and shock threshing; wheat and oat harvest nearing completion; some wheat reported smutty in north; corn making fair progress, much early in roasting ear stage, crop needs warmth; flax thrifty, some ripening.—Government Report.

Fargo, N. D.—J. H. Shepard, of the agricultural college, Fargo; L. A. Ueland, of La Moure, and F. R. Strong, have been appointed a committee to advertise macaroni wheat. A special agent will be employed to demonstrate the good qualities of the wheat for bread, and to show millers how to grind it successfully. The farmers who sowed macaroni wheat this spring are fortunate in having produced a splendid crop while their neighbors raising the common spring wheat have had indifferent results.

DAKOTA LETTER.

Spencer, S. D.—H. C. Lueth is building a 16,000-bu. eltr.

Esmond, S. D.—A. N. Barber is building a 16,000-bu. eltr.

Woonsocket, S. D.—The Cargill Eltr. Co. has bot the eltr. of A. N. Carlisle.

Woonsocket, S. D.—The Akron Grain Co., of Akron, Ia., has bot the eltr. of H. De Camp.

Alpena, S. D.—The Farmers' Eltr. Co. is improving its eltr. and will install a gasoline engine.

Roswell, S. D.—Fred Reese has bot the eltr. of the Atlas Eltr. Co. and is now the only buyer at this station.

Parkston, S. D.—Doering, Kayser & Co. shipped the first car of new wheat Aug. 12, billed to Woodward & Co., Minneapolis. It graded No. 2 northern and tested 56 pounds to the bu.—F. W. W.

OHIO.

Jeromeville, O.—B. A. Funk has bot the eltr. of Ira C. Felger.

Goodhope, O.—Gordin & Thomas have succeeded Dawler, Chenoweth & Co.

Butler, O.—A new eltr. is contemplated for this station. A. J. Solomon is interested.

Toledo, O.—The Produce Exchange has issued a booklet containing the rules for the inspection of grain and seeds.

Arcanum, O.—The John M. Smith Co. intends increasing its storage capacity by erecting a 10,000-bu. crib.—Henry Miller, Savona.

The fall meeting of the Ohio Grain Dealers Asso. will be held at Columbus some time during the third or fourth week in October.

Lemert, O.—The Lemert Grain & Milling Co. incorporated, \$25,000 capital. Incorporators, Frank, L., T. E. and V. Underwood and Oro S. Furbaugh.

New Bremen, O.—The eltr. and mill of Garmhausen Bros. burned Aug. 18 with 3,000 bus. of corn and 2,000 bus. of wheat. Loss, \$25,000; insurance, \$8,000.

Columbus, O.—John Wanamaker has been appointed by Geo. T. Spahr, pres. of the Board of Trade, as inspector of grain for the Columbus Grain Eltr. Co. temporarily in the place of Mr. Bright whose wife is seriously ill.

Columbus, O., Aug. 22.—The outlook for the corn crop in Ohio is very poor and growing worse daily on account of the continued dry weather. I don't believe that we will have over half a crop. The results of the oat and wheat harvests are a little disappointing. The oats are very fine as far as general appearances are concerned, being good color, but are very light in weight. Instead of testing about 30 to 32 lbs. as they did last year, they run about 26 to 28 lbs., and instead of yielding about 40 bus. on an average as they did last year, the yield is about 30 bus. The wheat was not more than half a crop and is being picked up very rapidly by the local mills and held in reserve for future use.—J. W. McCord.

The approach of the fall meeting finds the Ohio Grain Dealers Asso. stronger than ever. Since the Put-in-Bay meeting two more local assos., the Western Ohio and the Northwestern Ohio, have become affiliated with the state asso. The first-named was composed of dealers members of the former N. W. Ohio & Eastern Indiana Asso., which has separated its members into two assos. under proper state jurisdiction. The last-named was also known as the Toledo Asso. The work done by the officers of the state and affiliated assos. during the past two months has been considerably greater than at any time in the history of the work. Many disputes and local troubles have been quietly settled in an amicable and satisfactory manner, and everything seems to be moving harmoniously. The fall meeting of the Ohio Asso. will be held about the third week in October. Time and place will be advised about October 1st.

OKLAHOMA

Hinton, Okla.—Theo. Peeper & Son will build an eltr. and mill.

Oklahoma, Okla.—The Acme Milling Co. is building a 50,000-bu. steel eltr.

Perry, Okla.—The Farmers' Co-operative Shipping Asso. will build an eltr.

Mountain View, Okla.—The Chickasha Mill & Eltr. Co. has established a branch

office at this station and is building temporary grain bins and scales. A 10,000-bu. eltr. will be erected.

Garber, Okla.—The Stevens-Scott Grain Co. will install a new 6-h. p. Fairbanks-Morse Engine.—H. F. Anthony.

Chelsea, I. T.—The mill of the Chelsea Milling Co. has changed hands but business will be continued under the old name.

Kaw, Okla.—The Kaw City Mill & Eltr. Co. incorporated, \$20,000 capital. Incorporators, K. T. Hotchkiss, of Bloomfield, Ia., H. Hotchkiss and H. E. Guy.

Garber, Okla.—An 11-year-old boy was smothered in the dump pit of the eltr. of the El Reno Mill & Eltr. Co. recently. The boy was rescued shortly after falling into the wheat but died soon after.

Oklahoma, Okla., Aug. 17.—Rains very beneficial; late corn in Oklahoma and Indian Territory maturing fast and filling well, though damaged somewhat locally by drought; cotton showing fast; plowing progressing.—Government Report.

PACIFIC COAST.

Betteravia, Cal.—The Southern Pacific Co. has built a grain station at this point.

Odessa, Wash.—The Farmers' Grain & Supply Co., of Spokane, will build a warehouse at Irby station on the G. N. Ry.

Fletcher, Wash.—The Pacific Coast Eltr. Co. will remove one of its warehouses from this point to Summit Siding.

Alto, Wash.—The warehouse for the Pacific Coast Eltr. Co. has been completed. The building is 350 x 40 feet and has a capacity of 70,000 sacks of grain.

Portland, Ore., Aug. 17.—Harvest nearly completed; spring grain harvest progressing nicely, yields good, quality excellent; pastures and corn doing nicely.—Government Report.

Pullman, Wash.—The Puget Sound Warehouse Co. has let the contract for the erection of two warehouses to replace the buildings recently burned. The new warehouses will be 40 x 100 and 40 x 60 feet.

Seattle, Wash., Aug. 17.—Ideal harvesting weather; winter wheat cutting finished, except in northeast counties, some smut; spring wheat, oat, and barley cutting and threshing of winter wheat in full progress; sugar beets doing finely.—Government Report.

Genesee, Idaho.—The C. E. Wood Co. incorporated, \$20,000 capital, to succeed C. E. Wood in the eltr. and milling business. Stockholders, C. E. Wood, J. G. Wright, Miles Miller and others. This change includes the warehouses at Lapwai and Culesac.

Tacoma, Wash.—Capt. J. McT. Pantan, formerly with the Northern Pacific Steamship Co., will become marine surveyor in Tacoma harbor for the Northwestern Warehouse Co., Balfour, Guthrie & Co., Kerr, Gifford & Co. and other grain firms of Tacoma.

Dayton, Wash.—J. Weinhardt is said to be behind the big barley deals which have been transacted in the last month, 300,000 sacks having been secured up to date, 100,000 sacks being secured in one day, at \$1 per hundred. All the barley purchased thus far has been No. 1 brewing barley.

San Francisco, Cal.—The following have been selected by the Merchants' Exchange as members of the grain committee: R. D. Girvin, chairman; H. C. Somers, Jas. Hogg, Wm. Baehr and A. S. Moseley. Henry Bunker has been appointed chief inspector; Jas. J. McEvoy,

deputy at San Francisco and Chas. A. Gove at Port Costa.

San Francisco, Cal.—Foreclosure proceedings have been begun against Eppinger & Co. to secure \$357,164 due the London, American & Paris bank. The American National bank has brot suit against Henry Wadsworth, receiver for Epping & Co., to recover quantities of grain which they hold should not be put into the general fund of the insolvent firm. The receipts were given as security on certain notes and the bank considers them as its private property and that they should be held separate.

Columbia county, Wash., is one of the richest grain growing sections of the state, and while the crop this year will be a little short, as it is in other districts, the returns to the farmer will be large and altogether satisfactory. The Columbia county people raise a good deal of wheat, but many of them have given particular attention to barley, and in the production of this cereal the county probably takes first place among the grain growing sections of the northwest. The yield is invariably large and the quality excellent, and as the acreage increases year by year, the Columbia farmers have been recognized as the best barley growers in the state.—Spokane Spokesman-Review.

PENNSYLVANIA.

Chester, Pa.—The eltr. for the Chester Milling Co. has been nearly completed, 16 bins having been put up, and the office will soon be finished.

SOUTHEAST.

Richmond, Va.—T. W. Wood & Sons are building a large grain eltr. and seed warehouse in Richmond.

SOUTHWEST.

Little Rock, Ark.—Howard Bunch, who had a lease of the plant of the Little Rock Mill & Eltr. Co. which burned Aug. 6, will build an eltr. and mill.

Crowley, La.—The Southern Rice Plantation Co. incorporated under the laws of Texas, \$350,000 capital, with headquarters at Houston, Tex. The officers are: C. W. Nagel, Terre Haute, Ind.; Pres.; Chris. Neipp, Chicago, First Vice Pres.; G. A. Conzman, Terre Haute, Treas.; H. M. Spang, Terre Haute, Secy. C. C. Duson, of Crowley, is one of the directors.

NEW ORLEANS LETTER.

On the Board of Trade preparations for the establishment of the coffee future market are in active progress.

The rice movement has set in. The delayed crop, reported to be the best and the largest ever raised in the belt, has just now begun its drift into the hands of the distributors.

During the last two weeks receipts of corn have led all other grains in the inward movement; while the wheat has led in exports. Up to and including yesterday, Aug. 19, the receipts were: Wheat, 9 cars; corn, 43 cars; oats, 18 cars. Stocks on hand in the eltrs. yesterday were: Wheat, 198,000 bus.; corn, 57,000 bus., slight increase over the figures quoted two weeks ago.

Rice receipts for the season up to Aug. 19 were, 11,237 sacks rough and 3,823 pockets clean; compared with 121,978 sacks rough and 32,719 pockets clean, for the same period of last year. The sales

for the season to Aug. 19 were 8,884 sacks rough and 7,177 pockets clean, compared with 65,401 sacks rough and 46,773 pockets clean, to the same date last year. It is the local opinion that it will be several weeks before the receipts are equal to those of 1902.

Grain shipments have failed to pick up in the way that was hoped when the first news came of the ending of the proposed movement of the transcontinental railroads to absorb the differential in favor of New Orleans against the North Atlantic ports. Several days ago it was reported the intention of the transcontinental lines yet remained. This idea has found many adherents among local men, particularly upon the floor of the Maritime & Merchants Exchange and among the ship agents and shippers. Local ship agents declare that unless the existent differential of 7 cents in favor of New Orleans is maintained, the port will suffer serious consequences. All local grain circles are much exercised over the situation.

The contest between the Board of Trade and the Maritime & Merchants Exchange to control the grain inspection of the port is just now somewhat in abeyance, but promises to develop a lively squabble during the coming winter. The Maritime & Merchants is controlled by the ship agent interests, and has a tremendous amount of capital behind it. In October the Exchange will move into new and excellent quarters in New Orleans' latest sky-scraper, the 13-story Hibernia National Bank building. It is hinted that an extensive campaign to control the grain trade will be made. In the meantime the Board of Trade is taking steps to establish the grain future market, and is also industriously keeping itself before the public eye in all ways consistent with business dignity. It is regarded as certain that neither body will do anything that would not be for the benefit of the port and the trading interests generally.

TENNESSEE

Memphis, Tenn.—The Merchants Exchange has adopted the rules of the Interstate Cottonseed Crushers' Asso.

Knoxville, Tenn.—J. Allen Smith & Co. incorporated under the laws of Maine, \$300,000 capital, to buy and sell grain and flour.

Nashville, Tenn.—The new grain exchange continues to do a flattering business. During the trading hour, Aug. 13, 48 cars of grain were handled.

TEXAS.

El Campo, Tex.—The directors of the Rice Asso. of America held a meeting here Aug. 21.

Houston, Tex.—The South Texas Grain Co. will build a 250,000-bu. storage plant which will cost \$40,000.

San Antonio, Tex.—Roy Campbell has succeeded Campbell & Urquhart, Mr. Campbell buying the interest of his partner.

Gatesville, Tex.—The Gatesville Grain Co. incorporated, \$5,000 capital. Incorporators, J. R. Raby, H. Sasse, of Gatesville, and J. C. McMeans, Houston.

Galveston, Tex.—A charter has been issued to the grain eltr. employees at the export eltrs. by the International Longshoremen's and Marine Transport Workers' Asso.

Dayton, Tex.—A Japanese colony, which has located here will establish an irriga-

tion plant and begin the cultivation of rice. W. P. Armstrong, of Dayton, is interested.

TEXAS LETTER.

Terrell, Tex.—C. W. Owens will erect a corn mill.

The oat crop was short and what has been marketed has brought good prices, the farmers are holding for feed.

The M., K. & T. Ry. has announced that on Sept. 1 it will withdraw the rate on grain of 25 cents to St. Louis and 20 cents to Kansas City, and will restore the old rates of 30 cents to St. Louis and 25 cents to Kansas City.

The International & Great Northern Ry. has engineers in the field surveying a line from Dallas to Maypearl, Tex., to a connection with its line at that point, and will build at an early date. This road is important to the grain people as it gives another line to the Gulf and to the Republic of Mexico.

The matter of milling-in-transit rates which has been before the Railroad Commission for some time does not seem to be nearer a solution than at first as the commissioners state that they cannot agree and that each of the three hold different opinions on the matter and an early decision is not looked for.

The abundance of fodder is causing the market for corn and corn products to be very weak and prices for feed have materially decreased. Corn is now selling at 54c. The new crop of corn will be marketed soon, and there is every reason to believe Texas will have a large quantity to export, as reports from every portion of the state are of a big crop.

The report which was in circulation among the grain men and millers of the state in the early part of the month to the effect that the lines east of St. Louis would make a reduction of 3 and 4 cents per 100 pounds on grain to the Atlantic seaboard; and that the Gulf roads would protect against this cut, seems to have been without foundation, or at least the lines interested have officially denied any intention to make the cut, greatly to the relief of the export grain dealers who do business through the Gulf ports.

The semi-annual meeting of the Texas Millers Asso. was held at Ft. Worth Aug. 11, with about 40 present. The principal feature of the meeting was a lecture by M. A. Carleton, of the U. S. Agricultural Department, on the subject of Nicaraguan or hard macaroni wheat. He stated that in 1901 there was about 75,000 bus. of this kind of wheat raised in the United States and that in 1903 he would estimate the crop at something like 10,000,000 or 15,000,000 bus. The secy. was instructed to make a report of the amount of wheat in sight, in the eltrs., what had been exported and what had been consumed, and an estimate of what was in the farmers' hands. The members of the asso. were requested to furnish him with data.

It would seem that estimates as to the size of the Texas crop of wheat this season were too large, and the millers now state that they believe the Texas crop will not exceed 18,000,000 and possibly not over 15,000,000 bus.; but it will be some time before the size of the crop is known, as it is believed farmers are holding considerable quantities of wheat for better prices, although they are receiving now 75 cents for it in the country. Great quantities have been exported through the Gulf and it is estimated that 3,000,000 bus. were sent to Mexico. The southeast is taking,

and has taken, very large quantities; and there is now keen competition and bidding by the millers and grain buyers of the state for all offerings and the tendency is for still higher prices.—J. S. W.

WISCONSIN.

Suamico, Wis.—L. M. Churchill will build an eltr.

Fond du Lac, Wis.—The W. W. Cargill Co. will build an eltr.

Fairchild, Wis.—J. M. Rivard will build an eltr. and warehouse.

Milltown, Wis.—The Osceola Mill & Eltr. Co. will build a grain house.

Janesville, Wis.—J. L. Fletcher will take charge of the eltr. for the Milwaukee Eltr. Co.

River Falls, Wis.—Currier & Elliott represent the New Richmond Roller Mills at this point.

Rio, Wis.—John L. Caldwell has succeeded Caldwell Bros., Jas. Caldwell having sold his interest to his brother.

Chippewa Falls, Wis.—The McGuire Hay & Grain Co. will build a warehouse at Howard station, eight miles west of Chippewa Falls.

La Crosse, Wis.—C. A. French, of Northfield, Minn., has been appointed grain inspector to weigh grain under Minnesota rules.

Milwaukee, Wis.—The machinery for the two new eltrs. for the Milwaukee Western Malt Co. will be furnished by Fred Grotenrath.

Sparta, Wis.—The H. E. McEachron Co., of Wausau, has leased the eltr. of Martin Jackson. Valentine Wolfe will represent the firm.

Milwaukee, Wis.—Under the proposed rule of the Chamber of Commerce any member who trades in a bucket shop will be liable to expulsion.

Manitowoc, Wis.—The Northern Grain Co. will discontinue its retail department Sept. 1 and Hall Bros., who have managed the business, will retire.

Milwaukee, Wis.—F. Wendt & Co. have let the contract for the erection of their eltr. to Fred Grotenrath. A 20-inch Monarch Attrition Mill for grinding feed will be installed.

Fond du Lac, Wis.—The Manitowoc Malting Co. has leased the Tibbetts Eltr. and will establish a grain depot there Sept. 1 in charge of the Cooper Fuel Co. The grain bot will be shipped to Manitowoc.

West Superior, Wis.—The eltr. companies who have houses on the Wisconsin side are putting in offices at these eltrs., where books will be maintained and receipts for grain issued to comply with the warehouse laws passed at the last session of the legislature.

Milwaukee, Wis., Aug. 17.—Corn 2 to 4 weeks behind average, and should frost occur before last of September little sound corn will be harvested; some oats in northern sections yet to be cut, elsewhere grain harvest completed and threshing under way.—Government Report.

Stockholm, Wis., July 27.—The growing barley in our neighborhood is estimated to yield about 25 to 30 bus. per acre; about half or this has been lodged by rain and wind sufficient to cause discoloration and unsoundness. The other half will turn out quite good.—Larson & Swanson.

Milwaukee, Wis.—Wm. B. Bogert, W. H. Laidley and Lawrence A. Barry, members of the Chicago Board of Trade;

Frank J. Lahey and F. S. Southwick, of Chicago, and Jas. A. Mander and Ernest Reel, of Milwaukee, have been elected members of the Chamber of Commerce.

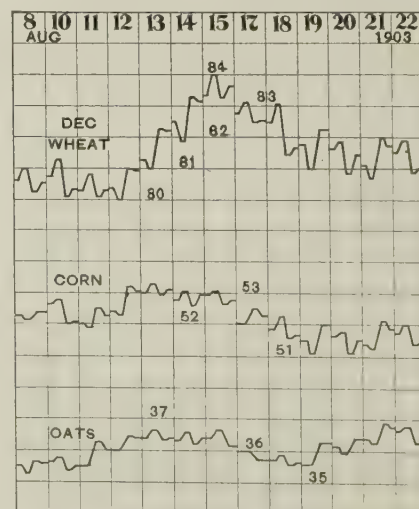
Milwaukee, Wis.—Secy. W. J. Langson, of the Chamber of Commerce, is endeavoring to demonstrate to members of the Chicago Board of Trade that it will be to the mutual advantage of both exchanges for the Chicago Board to include grain in eltrs. at Milwaukee as regular for delivery on future contracts.

River Falls, Wis.—W. H. Putnam has completed a 26-foot frame mill dam on the south fork of the Kinnickinnick river at the site of the Cascade Mills, devoted to the handling of grain and custom grinding. The natural fall at this point completes the working head of 50 feet and yields a continuous power averaging 100-h. p.

Madison, Wis., Aug. 15.—Since July 15 weather conditions have been unfavorable for nearly all Wisconsin crops. The rust that was injuring oats in some localities became quite general thruout the state and the yield per acre is seriously affected thereby, while the grain is light in weight and lacking in feeding value. The harvest was hindered by excessively wet weather and much grain in stack is not in best condition. Farmers who thresh from the shock have not been able to get grain in proper condition for threshing and storing, quite a percentage of grain being still in the field. The estimated yield of oats per acre for the state is placed at 36½ bus., compared with 40 bus. per acre last year, but the difference in the value of the crop will be greater. Wheat, rye and barley matured without serious damage from disease or insects and the estimated yield per acre is: Wheat, 17 bus.; rye, 18 bus.; barley, 32 bus. The market value of the rye is lessened by color. The growth of the corn crop has been disappointing during the past month, the cool weather seeming to hold it at a standstill. The entire crop is late and an early frost, like that of last year, would bring practical ruin to the crop. Correspondents still claim 70 per cent of a full crop in entire state.—Report of John M. True, secy. State Board of Agriculture.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Aug. 24 are given on the chart herewith.



The North Dakota Association.

The North Dakota Grain Dealers Asso., which was organized at Devils Lake July 8th, has one of the best constitution and by-laws adopted by any of the state associations. It is the twelfth state asso. to affiliate with the National. Like the Wisconsin Asso., its preamble is broader and stated in more explicit terms than any of the older organizations. In fact, it has so many excellent points as to merit adoption by the older assos. It is as follows:

PREAMBLE.

We, the undersigned grain dealers of North Dakota, being regularly engaged in the buying and shipping of grain, and recognizing the necessity of co-operating for the advancement of our common interests, do hereby associate ourselves together in an organization, the object of which shall be,

The asso. surely merits the earnest support of every dealer regularly engaged in the grain business in the state. No doubt it will send a large delegation to the Minneapolis meeting of the National Asso.

Seeds

The Michigan crop report of Aug. 10 gives the condition of clover as 84.

The millet and seed clover is being harvested with a good yield in Missouri, according to the weekly government report.

The weekly Ohio crop report says the clover seed outlook continues fair in the northwestern counties; the clover is not well filled in the southwest.

of clover as 83 per cent; compared with 84 a month earlier. Conditions have been drouthy in some of the blue-grass counties.

Clover seed reports to C. A. King & Co. from Ohio and Indiana: Large counties are below an average crop, mostly fair to poor. Illinois looks better; Missouri good, while last year it was a failure there. Few from Michigan say it starts good.

Instead of giving the report on clover seed in the August crop report, as expected, the government has deferred this statement to the September report. The statement in the Aug. 10 report that nearly a full crop of clover will be harvested refers to hay.

The allowance to the shipper on clover seed bags at Toledo is 17 cents on Starke "A," 15 on American or Amoskeag, 10 on inferior qualities. On bags torn, dirty or disfigured, the inspector will mark the value, say 5 cents. It pays to use a pretty good bag.

The clover seed inspection rules are the same as last season after they were modified. They are not liberal enough on prime. It should be made a grade of general use. Interior patrons of Toledo should demand a further modification. They secured a slight one last season, and it proved beneficial to all.—C. A. King & Co.

Seed imports of the Philippine Islands for the 10 months prior to May 1, as reported by the War Department, were: Clover seed, 120 pounds; flax and timothy seed, 5,819 pounds, and seeds other than cotton, clover, timothy or flax, 199,088 pounds; compared with no clover seed, 22,492 pounds of flax and timothy seed, and 240,600 pounds of other seeds, for the corresponding months of 1901-2.

The alfalfa seed is blooming favorably August 17, and if the frost will only keep off 3 or 4 weeks more, I think we ought to have a crop of good quality this season in Utah. There are three sections in our state where the grasshoppers have done considerable damage, and at these particular points the quantity of alfalfa seed available is going to be very limited; still, on the whole, I look for our crop being rather better than last season, but it is later, and of course subject to weather vicissitudes. It will be Oct.-Nov. before shipments can be made.—Sam Williamson, Salt Lake City, Utah.

Moritz Levy, cashier for Kempner & Co., grain dealers, Berlin, Germany, has run away, after embezzling over \$1,000,000.

Distribution of the grain and other products of the farm is a part of the world's work that must be done. It matters not who does it, so long as it is efficiently done. It seems reasonable to believe that the man who makes it his business, the middleman, can sell the product to better advantage than the one who tries his hand at it once or twice a year, the farmer.

Farmers who try to do away with the middleman by engaging in the elevator business will find at the end of the year that their assn. has lost money or has not paid the full price for grain. It costs the farmers just as much to run their elevator as it does the individual owner, except in the rare cases where they have employed an efficient manager at much less than his real worth. Such a man will soon leave their employ to engage in the business on his own account or work for a more liberal employer.



R. L. Metcalf, Lakota, N. D.
Pres. North Dakota Grain Dealers Assn.

The establishment of uniform and lawful rules to be observed by members;

The promotion of friendly relations among the grain dealers of the state;

The protection of its members from unfair treatment by the trade, the transportation companies and the public;

The improvement of methods, and the correction of abuses in terminal markets;

The arbitration of differences between shippers and receivers;

The dissemination among members of general information on different subjects pertaining to the grain trade; and,

The general use of its influence to promote reforms for the good of the trade, the grower and the consumer;

For the furtherance of this object we hereby create and establish this Constitution.

The president of the asso., R. L. Metcalf, Lakota, whose portrait is given herewith, is about 40 years of age, and has been engaged in the grain business for about fourteen years. Born and reared in Lincoln, Ill., Mr. Metcalf moved to North Dakota in 1882, where he has resided ever since.

John M. True, secy. of the Wisconsin Board of Agriculture, in his report of Aug. 15, states that the entire season has been favorable for the grass crops.

The Walker Seed Co. has been incorporated at Oklahoma City, Okla., with \$15,000 capital stock, by W. O. Church, Clyde H. Walker, J. M. Martin and A. J. Lowenthal.

The condition of the clover seed crop in Missouri on Aug. 3, as reported by Geo. B. Ellis, secy. of the state board of agriculture, was 82 per cent, and promises a very good yield.

When red clover is to be grown with grasses the seed should be sown by itself, as it is so much heavier than any of the grass seeds that they cannot be sown evenly if the seeds are mixed before sowing.—Whitney-Eckstein Seed Co.

I. B. Nall, of Frankfort, commissioner of agriculture for Kentucky, in his crop report issued Aug. 6, gives the condition

Grain Carriers

Wheat recently was shipped from Kansas City to Memphis via Chicago.

Trains are promised to be running Sept. 1 on the Glenwood, Minn., extension of the Soo Road.

A new grain carrying steamer, the Tadousac, was launched Aug. 12 at Toronto, for Waldie & Wright.

Grading of the 30-mile branch of the Canadian Northern thru the Swan River valley is soon to begin.

The Toledo, St. Louis & New Orleans will build 200 miles of road from Effingham, Ill., via Carmi to Paducah, Ky.

The Chicago, Milwaukee & St. Paul has nearly completed the 40 miles of road known as the Rochelle & Southern in Illinois.

Work on the construction of the Indianapolis, Logansport & Chicago R. R.,

The Sturgeon Bay and Lake Michigan Ship Canal is being deepened from 15 to 21 ft. The work has begun and will be completed in the fall of 1904.

Kansas City is feeling the effects of the floods on its transportation facilities. With some of the bridges gone and others weakened the outlook is gloomy.

No grain for Kansas City will be accepted by the Santa Fe after Sept. 20. The effect of giving such long notice in advance will be to hurry loading for Kansas City.

Lake grain rates have fallen as low as 3 cents per bu., Chicago to Montreal, which is believed to be the lowest on record. It is rumored that the cut is as low as $2\frac{1}{2}$ cents.

Jim Hill of the Great Northern and the presidents of the Northern Pacific and the Oregon Ry. & Navigation Co. will confer with farmers in October regarding grain rates in the Pacific northwest.

A prominent railroad official declares that a certain trunk line has at least 10,000 cars of 40,000 pounds capacity, out of a total of 28,000, many of which are marked 50,000 capacity tho in reality only 40,000.

No car shortage has been experienced so far this season, except on a few lines. Primary receipts show that the movement of grain to market is much less than a year ago, and as long as the grain is held on the farm cars will be plenty. Indeed, one road is in position to supply 300 cars as easily as one car could be furnished a year ago.

An Open-Air Grain Ware House.

The accompanying engraving will give our readers an idea of the extremities to which the grain dealers of Oklahoma are pushed in order to remain in the market for grain. Altho elevators and bins are full, few cars are to be obtained.

The two big piles of wheat shown in the engraving occupy a space of about 480 feet long and 40 feet wide, and contain approximately 30,000 bushels of hard and soft wheat. The elevator and bins in the background are full, to overflowing. Wheat is everywhere. A rain would surely inflict a great loss on the operators of this open-air warehouse and might result in a big damage suit being brought



20,000 Bushels of Wheat on Ground at Billings, O. T.—No Cars.

to Logansport, Ind., 70 miles, is soon to begin.

Considerable Texas wheat is being shipped under the 20-cent rate to what is properly Kansas City and St. Louis territory.

The Cheyenne & Washita Valley R. R. Co. proposes to build a line 180 miles in length from Canadian, Tex., to Chickasha, I. T.

A reduction in the rate on wheat of 5 cents from certain points in Nebraska to Minneapolis, has been made by the C., B. & Q. R. R.

Two extensions of the Great Northern will be completed this year in North Dakota, from Granville to Mohall, and from Souris to Westhope.

The acquisition of the Seaboard Air Line by the Rock Island system is expected to facilitate the shipment of grain to the southeast; but will hardly divert much export grain from New Orleans or the north Atlantic ports.

The fact that a car has trucks that will sustain a weight of 50,000 pounds and a box that holds only 35,000 pounds of grain gives the railroad no license to ask shippers to perform the impossible feat of loading to an arbitrary minimum.

Rates on corn, rye, oats, barley and flaxseed from Minneapolis, Duluth and Washburn to Lake Michigan points and Peoria have been advanced $2\frac{1}{2}$ cents. This 10-cent rate places the coarse grains on the same basis as wheat from Minneapolis to Milwaukee and Chicago.

against carrier for not providing facilities for transporting freight as required by its charter.

Surely grain dealers must be in desperate straits when they will take such great chances to remain in business. Hutchison & Bird, who have been forced to store grain in the open air at Billings, O. T., surely have the sympathy of every dealer who has been forced out of business by lack of shipping facilities. How long will the trade tolerate such treatment?

The American Society of Equity is said to have addressed a petition to the Russian ministers of finance and agriculture requesting assistance in raising the price of wheat.

GRAIN PURIFYING

If you want full price for No. 4 oats,
If you want full price for all off-grade oats and barley,
You can get it by purifying with our System.
If you don't want full value,
Don't purify before shipment,
Then you can sell at a heavy discount, and the transfer
or terminal elevators will purify the grain and reap
the profit—just as they have been doing for years.

It is only a question as to where you
want the profit to go. We prefer to do
our own purifying before shipment, and
take the profit. For descriptive circulars
and grain samples, address

CALDWELL & BARR
EARL PARK, INDIANA.

Both our Purifier and Process for Purifying are
fully covered by U. S. Letters Patents, and while
they are beneficial to all grains, they are especially
valuable in removing mould, must, smut, fungus
and weather or water stains, bad odors and
smells from oats and barley, cooling when hot and
drying when moist, without impairing their natural
color, aroma, or germinating qualities.

PURIFIED GRAIN

Commands a premium in every market, which is
perfectly natural. All trace of smut, must and
mold odors, also water stains, are entirely removed.

Ten years experience in operating and building
purifiers has shown us what is needed to do suc-
cessful and practical work. Our experience
should be worth something to you.

The American Grain Purifier Constructing Co.
DAVENPORT, IOWA OR KENTLAND, IND.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his
sales, shipments and returns from the shipments made. Its
use will save much time and book work. The pages are 10½x
16½ inches, used double. The left-hand pages are ruled for
information regarding **SALES** and **SHIPMENTS**; the right-
hand pages for **RETURNS**. Under **SALES** the column head-
ings are Date, Amount Sold, Price, Grain, Terms. Under
SHIPMENTS are Date, Car Number and Initial, Our Weights,
In Bushels, Grade, Route, Rate. Under **RETURNS** are Des-
tination, Grade, Difference, Bushels, Over, Short, Gross Pro-
ceeds, Freight, Over, Short, Commissions, Other Charges,
Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over
2,200 cars. It is well bound in heavy canvas covers with leather
corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

RAIN, RAIN, RAIN WET GRAIN.

Are you prepared to handle damp
grain advantageously, or without a
heavy loss?

If not, better send for information
regarding the Perfection Grain Drier.
Some dealers have cleared more than
its cost by one season's use.

Do not wait until your house is
filled with damp or hot grain. Write
today.

TWEEDALE & HARVEY,

Room 905, 303 Dearborn St.

CHICAGO, ILL.

The Purchase of the

Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
Bartlett, Frazier & Company	"
Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
The Richardson Company	"
Chicago Grain Salvage Company	"
Consolidated Elevator Company	Duluth
Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Updike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	" "

AND MANY OTHERS.

Indicates the unanimous conviction among grain men
that the HESS DRIER is a necessary and profitable
adjunct to the grain business.

The investments by the above mentioned concerns
alone, in HESS DRIERS aggregate \$175,000.00.

New book describing the drier free.

**Hess Warming & Ventilating
Company**

707 Tacoma Building ————— Chicago

Patents Granted

Explosive engine. No. 735,627. Wm. Walke, Joplin, Mo.

Sparkign igniter. No. 735,674. Wm. C. Matthias, Reading, Pa.

Rotary explosive motor. No. 736,151. Alexander Primat, Paris, France.

Hydrocarbon mixer for engines. No. 735,483. Geo. C. Eskolme, Brooklyn, N. Y.

Electric igniter. No. 735,213. Walter H. Cotton, Chicago, assignor to Albert Kunze, Chicago, Ill.

Gas engine. No. 736,132. Herbert H. Mulherin, St. Louis, assignor to International Motor Co., St. Louis, Mo.

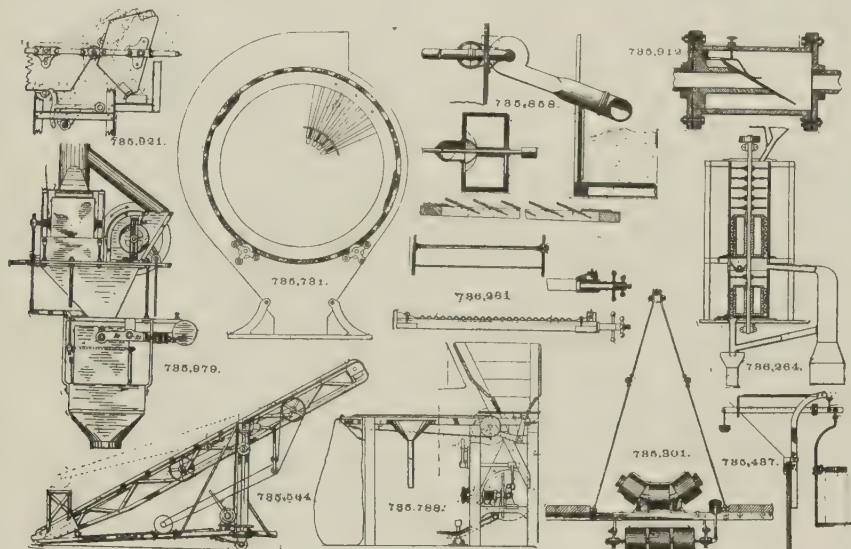
Internal combustion engine. No. 735,964. Fred H. Gile, Greenfield, Mass., as-

upper ends where they are riveted to the horizontal bar under which lies the beam.

Conveyor. No. 725,301 (see cut). Thos. Robins, Jr., New York, N. Y. The pulleys on which the conveyor belt travels are mounted on cross-beams hung by steel rods from a cable. On the outer ends of the beams are footwalks connecting the different beams and conforming to the sag of the cable.

Car loader. No. 735,858 (see cut). Daniel H. Claudon, Meadows, Ill. Combined with a drive shaft is a casing rotatably mounted thereon and provided with a discharge opening. The grain is discharged from the casing by a fan and distributed by a pipe pivotally associated with the discharge opening.

Dust-proof packing for collectors. No. 735,731 (see cut). Henry C. Draver, Richmond, Ind. A sheath of flexible, dust-impervious material is secured to one of the elements subject to dust-laden air under pressure. Within the sheath is an endless helical spring to clamp it against the other of the two elements under a universal yielding action.



signor of one-half to Frederic E. Wells, Greenfield.

Gas engine. No. 736,224. Everett B. Cushman and Leslie S. Cushman, Lincoln, Neb., assignors to Cushman Motor Co., Lincoln.

Starting mechanism for gasoline engines. No. 735,256. Feodor C. Hirsch, New York, N. Y., assignor to A. A. Low, Horseshoe, N. Y.

Sparkign device for gas engines. No. 735,923. Jas. M. Wilson, Battle Creek, Mich., assignor to the Electric Sparking & Illuminating Co.

Igniter for explosive engines. No. 735,997. Jas. D. McFarland, Jr., San Francisco, assignor of one-half to John Bruckman, San Francisco, Cal.

Rebound preventing device for gas engines. No. 735,912 (see cut). Carl Schrotz, Cologne, Germany. At a point in the feed pipe is attached a chamber containing a diagonal valve held down on its seat by a spring, the pressure of which is adjustable.

Sack scale. No. 735,437 (see cut). Geo. A. Archambault, Clare, Mich. The sack-holder is hung from a scale beam, which in turn is supported on a bracket of special form having a clamp to engage the side of a bin. The bracket is composed of two vertical bars converging at their

Portable conveyor. No. 735,564 (see cut). Wm. L. McCabe, Seattle, Wash. The frame work of the conveyor is supported by a pair of vertical standards erected on a platform, and is raised to different inclinations by two ropes passing over pulleys to a winch. The conveyor belt is driven by an electric motor. Pivotaly attached to the frame is a chute to direct the grain sacks on the belt.

Conveyor. No. 735,921 (see cut). Alfred J. Webster, Columbus, O., assignor to Joseph A. Jeffrey. The chain with which the series of buckets travel is composed of links having enlarged cylindrical bearings in their ends and intermediate strap bar links with non-cylindrical apertures in their end portions, the connecting pintle uniting the links having flattened end portions. The tilting mechanism has a movable arm.

Automatic weighing machine. No. 735,979 (see cut). Geo. Hoepner, San Francisco, Cal., assignor to Union Scale & Mfg. Co., San Francisco. Successive charges of material are supplied to the weighing bucket by a wheel in the supply passage having peripheral staggered pockets. The tilting measuring tumbler has hinged adjustable wings forming a partition in the tumbler dividing it into two compartments. The wings are adjusted by means of bars projecting thru

FIRE INSURANCE

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Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

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C. A. McCOTTER, Secretary,
INDIANAPOLIS, IND.

“Because we insure Grain Dealers’ property only is why Grain Dealers prefer our Policies.”

Reliable Insurance . . .

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

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205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676
Net Cash Surplus, \$466,595.
W. L. Barnum, Sec’y.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473.81
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Net Cash Surplus, 214,743.50

50% DIVIDENDS

1899
1900
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Insures Flour Mills, Grain and Elevators.

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

slots formed in opposite sides of the tumbler, to regulate the capacity of the compartments.

Grain cleaning and scouring machine. No. 736,264 (see cut). Herbert C. Jeffers, Battle Creek, Mich., assignor to Adolph Johnson, Battle Creek. Upper and lower scouring sections are contained in a main casing, with a hopper between the two arranged to receive grain from the upper and discharge it into the lower section. The hulls and lighter particles are removed by an exhaust conduit communicating with the space above the hopper. The screw conveyor in the bottom of the hopper is held yielding inwardly while the reaction of the grain presses the conveyor shaft outwardly, thereby opening the lower gate.

Grain sieve. No. 736,261 (see cut). Edward Huber, Marion, O. The plates secured to the rock shafts extend transversely of the sieve and comprise an upper rear corrugated portion and a front lower plane portion having its upper surface merging into the bottoms of the grooves of the corrugated portion on a level therewith, to avoid the formation of pockets. The plates overlap so that the corrugated portion of one plate extends rearwardly beyond the plane portion of the following plate, its forward edge lying wholly beyond the rear edge of the following plate and the corrugations of the successive plates being coincident, whereby the sieve may be entirely closed.

Bean picker. No. 735,788 (see cut). James Major, Eccles, Eng. The hopper which delivers the peas to the endless traveling apron has a hopper open at its lower end and with a reciprocating bottom projecting on both sides of the open

bottom. The peas are forced out thru openings in the forward sides of the hopper above the reciprocating bottom, which has a slow motion in one direction and a fast motion in the other. The peculiar motion is obtained by a disk having studs, pulleys and bevel wheels, also a spring pressed disk on a bevel wheel shaft and a lever to operate it, a bowl slidable on the main shaft and adapted to bear against the spring pressed disk to operate it, in connection with the endless traveling apron.

Starting a Gasoline Engine.

If a gasoline engine starts at the first attempt sometimes, while at other times half a day is lost in trying to get it going, there is something wrong. Gasoline engines of ordinary good design start with-



Fig. 1

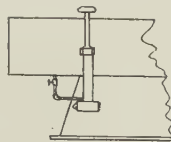


Fig. 2

out trouble. An examination of the engine should be made to discover and remedy the fault.

An engine that is always hard to start on account of poor design is not likely to be improved by tinkering with it.

Turning the flywheels to start is hard work on sizes larger than 5 h. p. The resistance to the operator's muscles is due, not so much to the friction as to the energy consumed in compressing the charge in the cylinder. Many makes of engines are arranged to hold open the relief valve or exhaust valve until the piston

gets close to the back center, making but little compression.

The match starter is shown in fig. 1, herewith. After the priming charge has been drawn into the cylinder and compressed and the crank has been brot to a point just past the dead center the operator strikes a knob which moves a rough piece of metal. The match starter is entirely separate from the igniting mechanism in use when the engine is running. It avoids the complication of making the ignition adjustable to come after instead of just before the dead center.

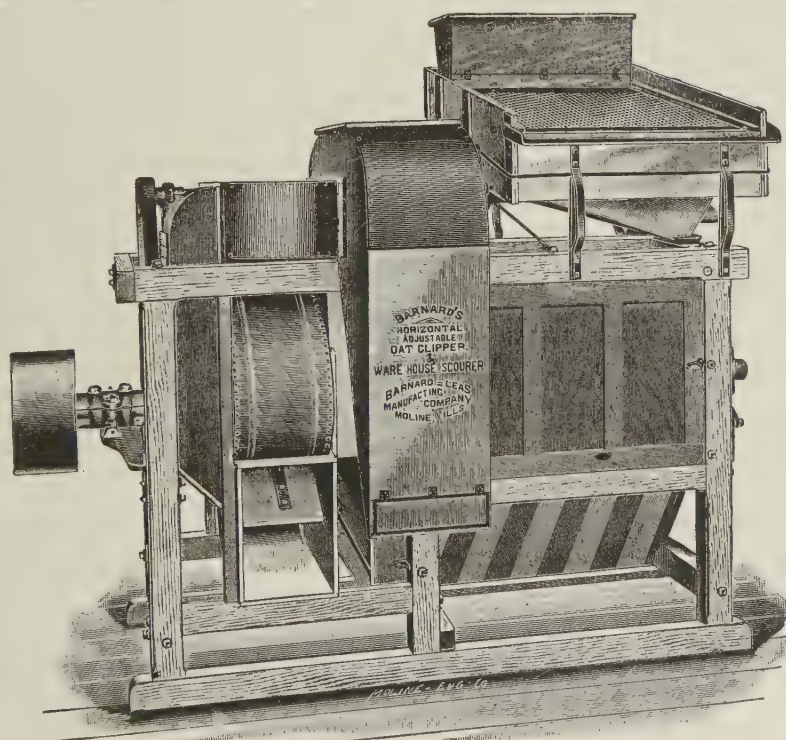
The pump starter is represented in fig. 2. The pressure is pumped up by hand instead of by turning the wheel. The charge is fired by the regular igniter or the match starter. This method is cheaper in first cost, tho somewhat laborious; and is very necessary for engines too large to be turned by hand.

To start some styles of engines the priming charge is drawn in by turning the engine from back center until the crank is 45 degrees past the vertical position. The engine is then backed up by pulling on the flywheel a couple of times, and when the piston comes back the third time the igniter points are separated by knocking a hook off the igniter bar, which makes the spark. This method is easy, but some cleverness is required in striking off the bar at the exact time.



THE AJAX SYSTEM
Protects
Mills and Elevators
Against
Lightning Loss.

Estimates Furnished for
all parts U. S. and Canada.
Ajax Constructor & Mfg. Co.
Medinah Temple, Chicago.



DURABILITY AND EFFICIENCY

These most necessary qualities are found in a marked degree in

Barnard's Horizontal Adjustable Oat Clipper

All its parts are made with these points in view.

The scouring case is almost indestructible, the shaft is heavier than usual in machines of this class, and the bearings are unusually long and heavy and are made ring oiling.

Before entering the scouring case, the grain is cleaned by an unusually large counter-balanced shoe.

The grain is discharged the full width of the machine, making the separation more thorough without using so strong a suction, and with a consequent less shrinkage and loss.

Other points described in our late circular.

BARNARD & LEAS MFG. CO.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY, MOLINE, ILL.

Suits— Decisions

No person can be mulcted in more than nominal damages for a breach of contract unless the breach caused substantial damage. *Metzner v. Graham*, 66 Mo. 653; *Weber v. Squier*, 51 Mo. App. 601; *Melson v. Telegraph Co.*

To constitute a partnership, the use of the term "partnership" is not essential, and the adoption of a firm name may be dispensed with. *Johnson Bros. v. Carter & Co.* Supreme Court of Iowa 94 N. W. 850.

An indorsement of a draft to a bank "for collection" is notice to subsequent holders that the indorsee is agent, and not owner of the draft. *First National Bank of Hastings v. Farmers & Merchants Bank of Platte Center.* Supreme Court of Neb. 95 N. W. 1062.

In an action for goods sold and delivered, it is not necessary to show an acceptance by the buyer, it being sufficient if the seller has performed such acts as would have vested the title in the buyer had he accepted the goods. *Rastetter v. Reynolds.* Supreme Court of Ind. 66 N. E. 612.

Where there was conflicting evidence as to when a carrier had given personal notice to a consignee of the arrival of a shipment, it was a question for the jury if the notice was given in time, and their finding thereon is conclusive. *Herf & Frerichs v. Lackawanna Line.* Court of Appeals at St. Louis, Mo. 73 S. W. 346.

Rev. St. 1895, arts. 4537, 4539, providing that a railroad company giving a preference to one shipper over another in the order or time of forwarding goods delivered for transportation shall be liable for all losses resulting from the delay, and also liable to a penalty for each act of discrimination, are valid. *Hill & Morris v. St. Louis Southwestern Ry. Co., of Tex.* Court of Civil Appeals of Tex. 75 S. W. 874.

The true owner of property in the possession of a common carrier for transportation may have the same diverted at a station on the route between the shipping point and the place of destination while it is in transit, but may be required to produce the B-L or furnish other evidence of ownership to entitle him to this right. *Ryan v. Great Northern Ry. Co.* Supreme Court of Minnesota. 95 N. W. 758.

Whenever the duty arises to disclose facts to one about to become surety for an agent, it is only as to facts affecting the risk in respect to the subject-matter of the agency that the duty arises to disclose such facts, and, subject to this rule, the duty does not arise to disclose facts known as to the personal habits of the agent. *Aetna Indemnity Co. v. Schroeder.* Supreme Court of North Dakota. 95 N. W. 436.

Defendant, having 3,500 bushels of corn standing in the field, without designating any part thereof, executed an instrument reciting, "Sold to A. (plaintiff) 600 bushels of corn to be delivered in November at A's farm," and received advance money thereon. Held, that this was but an agreement to sell, and, the corn not having been separated from the rest and delivered, no title passed. *Au-*

gustine v. McDowell. Supreme Court of Iowa. 94 N. W. 918.

Under Rev. St. 1899, section 4123, providing that a purchaser of a crop raised on demised premises upon which rent is unpaid, having knowledge of the demise, is liable in an action for the value thereof to the party entitled thereto, a landlord may maintain an action against one who has purchased during the lifetime of the lien, although the lien may have expired at the time the action is brought. *Belshe v. Batdorf.* Court of Appeals at Kansas City, Mo. 73 S. W. 888.

Where, in an action for the conversion of a crop of wheat covered by a mortgage stipulating that the mortgagor should not be required to deliver any portion to his mortgagee if he failed to raise more than 10 bushels per acre, the mortgagee testified that, judging from the looks of the crop, he thought the mortgagor must have raised about 1,200 bushels on 70 acres, there was prima facie proof that more than 10 bushels per acre was raised. *La Rue v. St. Anthony & Dakota Elevator Co.* Supreme Court of South Dakota. 95 N. W. 292.

The imposition of a reconignment charge by railroad companies having switch tracks within a city, whereby a certain charge is made for the delivery of each car of grain from the track upon which it is originally placed to that designated by the consignee, is a matter of private concern between the railroad companies and the consignees, and not one of public interest, and quo warranto will not lie to prevent the companies from making such charge. *State ex inf. Crow, Atty. Gen. v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Mo. 75 S. W. 776.

Where plaintiff delivered a telegram to defendant's agent for transmission, requiring a reply, and, on receiving no reply, plaintiff applied to the agent to ascertain whether the message had been delivered, and the agent stated that he knew that it had, because, if it had not, the receiving office would have notified him, the agent's statement was admissible in an action for the telegraph company's failure to deliver the message as relating to a pending transaction. *Western Union Telegraph Co. v. Barefoot.* Court of Civil Appeals of Texas. 74 S. W. 560.

A bucket-shop does not of itself constitute a game, any more than a pack of cards or box of dice constitute a game. Thus it is manifest that the bets or wagers were laid on the future market price of the commodity, and the market price, as it went up or down, determined the result. The "options," "margins," "futures," and "fictitious contracts" are simply means used in carrying on the bet or wager. The "market price" was the thing upon which the bets or wagers are alleged to have been laid. Betting on a future market price of a commodity is not betting on a game.—*Boyce v. O'Dell Com. Co. (C. C.)* 109 Fed. 758.

Where grain shipped had been converted by a carrier in delivering the same to the consignee without presentation of the B-L and was thereafter redelivered to the carrier, and by it stored in a warehouse, evidence, in an action for the conversion, that it was customary for the carrier to store grain in a warehouse while awaiting demand or the B-L was immaterial. Evidence that after the conversion plaintiff was notified from time to time and knew that the grain was in a certain place, at his final disposal, was immaterial. *Marshall & Michel Grain Co. v. Kansas City, F. S. & M. R. Co.* Su-

preme Court of Missouri, Division No. 2. 75 S. W. 638.

Grain was delivered to a carrier for shipment to a destination beyond its own line under a thru B/L. A sight draft, with the B/L attached, was forwarded through certain banks for collection from the consignee, who refused to accept the same because of the nonarrival of the grain. The draft was protested and returned to the shippers, and thereafter the connecting carrier delivered the grain to the consignee on a bond, without presentation of the B/L, and without payment of the draft. Held, that such delivery constituted a conversion of the grain by the connecting carrier.—*Marshall & Michel Grain Co. v. Kansas City, F. S. & M. R. Co.* Supreme Court of Missouri. 75 S. W. 638.

John Nystedt was injured while at work on an elevator being erected at Chicago by the John S. Metcalf Co., in February, 1900, and brot suit against the builders alleging that the platform upon which he was ordered to stand fell thru defendant's negligence. The Superior, Appellate and Supreme Courts have decided in favor of Nystedt, who was given judgment for \$5,000. The platform was inside the bin, and as the cribbing was built higher the platform was raised, being supported by blocks fastened into the walls. One of these lugs was a 2x4, a piece of hemlock, crossgrained and dozy, further weakened by a knot. The platform was intended to hold but 4 men, but to swing a heavy timber 8 got on it, and it fell, the defective lug breaking.—67 N. E. 766.

Following a telephone conversation respecting a sale of wheat by plaintiff, defendant wrote as follows: "We confirm purchase from you today of — cars, 2,000 bushels, No. 4 red wheat, new crop, at 65½ cents delivered — Galveston — f. o. b. — shipment within — ten — days. Delivery at — by Fort Worth or Galveston — weights and grades. Ship to Galveston, care Texas Star Mills Elevator. Stop at Fort Worth C. F. O. Son's (defendant's) Elevator A to clean and don't fail to note, on B. L. 'For Export.' Make draft on us, B. L. attached, at Fort Worth, Texas, leaving fair margin. Exchange to be paid by shipper." Plaintiff on the same day wrote, "We book sale to you 2,000 bushels 65½ cents, Galveston." Held, that the reference to Galveston was one of price only, and not as a place of delivery, and title passed on delivery of the wheat to the carrier. *Chas. F. Orthwein's Sons v. Wichita Mill & Elevator Co.* Court of Civil Appeals of Tex. 75 S. W. 364.

Mexico restored the duty on wheat beginning with Aug. 1. During the past six months over 1,000 cars of wheat passed through Laredo, Tex., to save the duty of 50 cents gold per bu.

Exports of breadstuffs for the 7 months prior to Aug. 1, were: Barley, 1,554,951 bus.; corn, 66,766,934 bus.; oats, 980,103 bus.; rye, 2,229,887 bus.; wheat, 42,081,141 bus.; compared with 1,837,539 bus. of barley, 6,171,629 bus. of corn, 2,761,487 bus. of oats, 1,753,035 bus. of rye, and 61,574,882 bus. of wheat, for the corresponding period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics. The exports of corn are 10 times those of last year altho the price continues high. The value of the breadstuffs exported was \$113,865,771, compared with \$89,340,461 for the same period of 1901-2.

Books Received

COMMERCE OF LATIN AMERICA. A brief statistical review of the imports and exports of the countries south has been prepared by the Philadelphia Commercial Museum.

REPORT OF NORTH DAKOTA RAILROAD COMMISSION. The 12th and 13th annual reports of the commissioners of railroads of North Dakota for the years ending Nov. 1, 1901, and Nov. 1, 1902, have just been issued. Besides full and detailed statistics of railway operations the reports contain a list of the grain elevators and warehouses on different lines of railroad, their capacity and

by whom operated. C. C. Hammond, Secy., Bismarck, N. D.

YEARBOOK OF THE DEPARTMENT OF AGRICULTURE. The 1902 yearbook of the Department of Agriculture is a complete record of the agricultural progress of the United States during the past year. Hundreds of branches of farm work are discussed. Other interesting chapters are devoted to flaxseed production, commerce and manufacture in the United States; improvement of corn by seed selection; statistics of the yield of grains in the different states; table of legal bus. in all states and territories. Government printing office, Washington. Illustrated; 912 pages.



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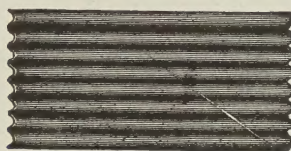
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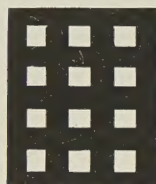


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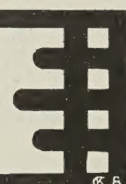
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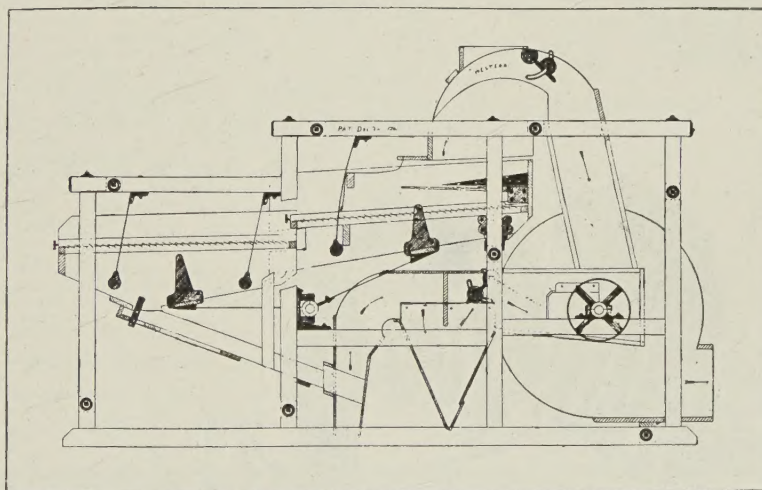
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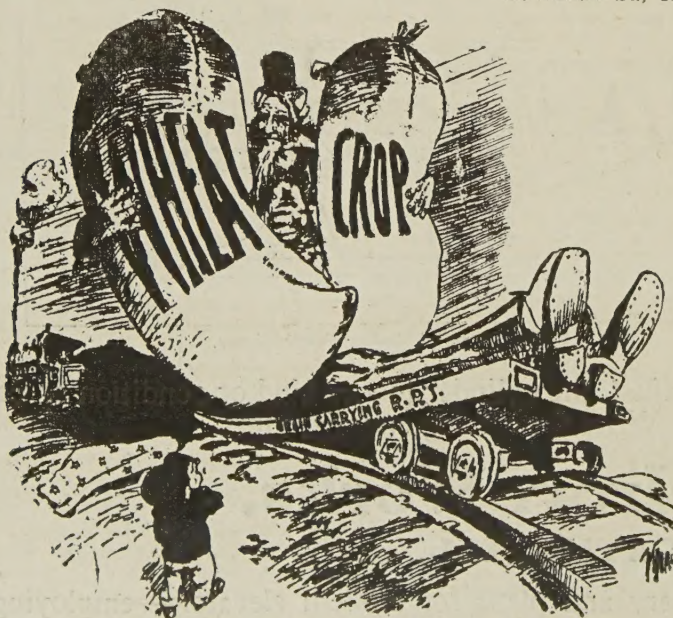
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Praying for Heat.—Des Moines Register and Leader.



Going Up.—Minneapolis Journal.



Railroad Man—Sorry, Sir, But You're Too Much For Me.—Boston Herald.

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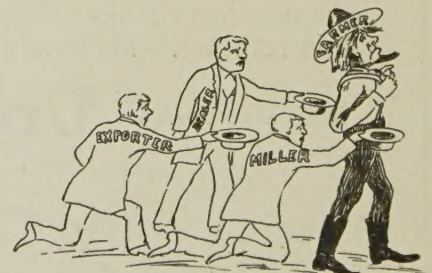
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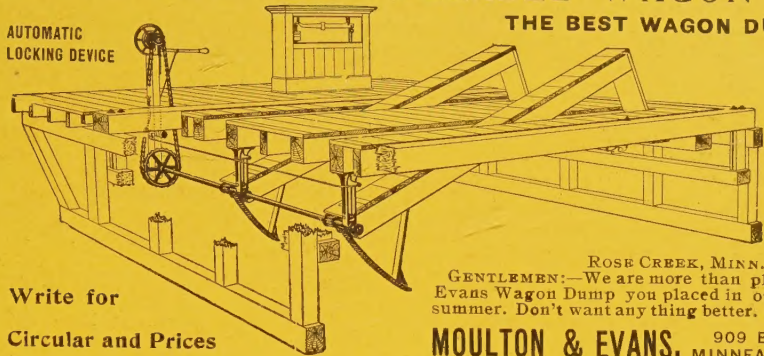
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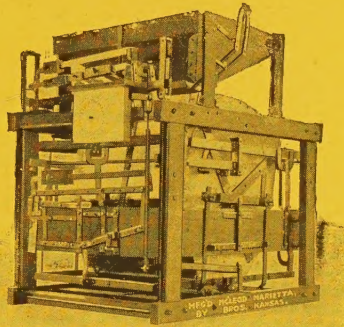
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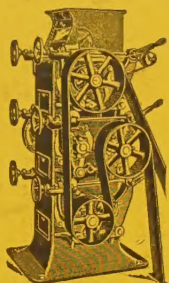
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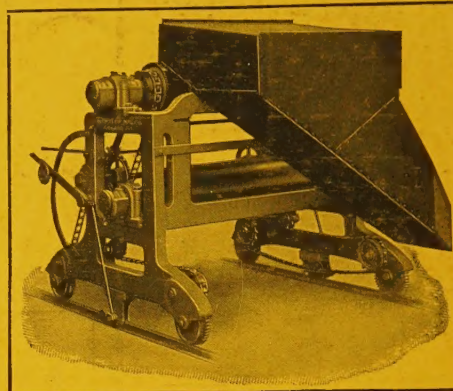
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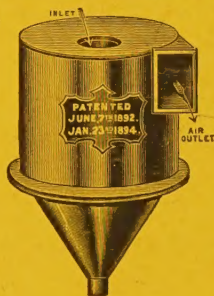
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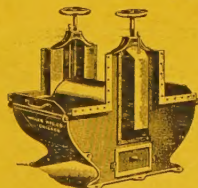
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